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# Century of American Progress

ILLINOIS HISTORICAL SURVEY

CENTURY OF PERCHERON PROGRESS

1834 1934

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Memoranda Book
By
LEO A. DILLON
Normal, Illinois

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# Introduction

This memoranda book is written by Leo A. Dillon whose personal memories of horse breeding, etc. began in 1865 when he with a brother and two cousins, daughters of Levi Dillon, were permitted to ride on Old Louis Napoleon up and down the barnyard. My vivid memory of three-quarters of a century is supplemented by incidents told me so frequently by my father, Isaiah Dillon. His experiences were added together with his memories which were supplemented by early relatives of his uncle, Ellis Dillon, who raised him from childhood. All of these things give me much from which to draw.

Using the library, catalogues, and documents in the old home presided over and so well preserved by Jessie M. Dillon, I have been able to verify statements.

It is regretted that more personal mention cannot be enlarged on. I solicit from readers any omissions, notice of errors, or other suggestions. If these are made in writing and sent to me, they will be placed on record with the original manuscript.

## Seven Dillon Brothers, Pioneers, Contributed Much to Peoria Area

(From the Peoria Journal-Transcript, Aug. 13, 1932)

By Ernest E. East

Seven brothers named Dillon furnished a big share of the man power of Peoria county in its pioneer period and gave the family name to Dillon Creek, Dillon Township, and the village of Dillon in Tazewell county.

### Nathan Dillon

The brothers are Nathan, Absalom, Jesse, Walter, John, Thomas and William Dillon. They came from Ohio. Nathan appears to have settled in the Mackinaw district in 1823, then a part of Sangamon county. He visited Fort Clark, afterward called Peoria, in 1821 or 1822 and found only two log cabins here.

Other brothers followed the lead of Nathan and by 1826 the sixth of the Dillon boys was here. The father of the Dillons came also in 1826. Early records of Peoria county do not disclose his name. Later developments assure us it was Daniel.

The area now within the borders of Tazewell county was included in Sangamon county when the latter was formed by act of the legislature in 1821. In 1825 when Peoria county was formed, the area of Tazewell was cut off from Sangamon and attached to Peoria for its county purposes, although its electors did not vote with Peoria county in judicial and legislature elections. Tazewell county was organized in 1827, so for two years the territory was within the jurisdiction of Peoria county.

### First Commissioner

Nathan Dillon was elected county commissioner of Peoria at the first election held March 7, 1825. He was re-elected in 1826 and continued to serve until April 7, when the commissioners' court adjourned sine die. The early records of Peoria county show that at least six of the Dillons participated in affairs of government.

### REUNION TODAY
Aug. 13, 1936

Members of the Dillon family will gather in Bradley park here today for the annual reunion. Descendents of the pioneers who came a century ago will meet on the high ground back of the pavillion. Seventy-five to 100 persons are expected to attend the affair which will continue from early morning through the afternoon.

C. L. Dillon, 108 North Underhill Street, Peoria, is president of the Dillon family association. Mrs. Mattie Dillon Reed of San Jose is secretary.

One of the first, if not the first log cabin in the territory of Tazewell was built by Nathan Dillon. He has left us a narrative of his travel from Ohio to Sangamon county and to Fort Clark which is matched by few stories of pioneer days.

"It was in the year 1820 that we set our faces westward, and with heavy hearts at the thought of leaving near friends and relatives behind, and with a view of taking up our abode on the broad prairies of the west, and among strangers and savages." Nathan Dillon said in his narrative

printed in Chapman's History of Tazewell county in 1869: "At that early day our way was in a manner through a wilderness to our journey's end, the destination of which was eight miles south of Springfield, on Sugar Creek.

Were Well Outfitted

"Although we were well outfitted with good horses and wagons, many hardships awaited us of which we had not dreamed. We had a terrible trip through Indiana in mud, over logs and brush, often swamped down to the hubs of the wagon. We could procure but little feed for our horses but new corn, and part of the time could not obtain that; and when at last we struck the Grand Prairie west of Clinton on the Wabash we found ourselves with broken down horses and only three days' provisions, our company consisting of my brother Absalom's family and my own, with 6 horses and 70 head of cattle and 20 sheep. The country before us was wild, new, almost untrodden by man; but our hearts were brave. The second day out we were attacked by chills and fever. Then did we wish ourselves back again in the home we had left in Ohio. Not half way across the prairie and out of provisions, and not able to drive our team, let alone our stock, what to do we did not know; but at this juncture we were overtaken by three young men who had set out on our trail with the hope of safely walking through, but when they overtook us we were already out of provisions.

"To remedy our scarcity we slaughtered one of our cows, thereby obtaining what would subsist us till we could reach the forks of the Sangamon where resided Jacob Scraggs and where we rested. The next day we reached our destination. We were among strangers, but they were kind, generous and hospitable. Winter was drawing near, and we had no shelter of any kind in which to stay, no feed for our stock, and my wife the only person among us who had not been sick on the road; and yet we succeeded in passing our first winter in Illinois, as best we could and without losing much stock. In passing, I will note that at the time of our arrival there was in Springfield a very low, one-story courthouse, 20 feet square; a jail not so large, built of round logs, a tavern kept by Mr. Price, and a store kept by John Taylor, who also was sheriff of the county."

RECORD OF SERVICE

Public records and early history of Peoria county indicate that the Dillons were well equipped for public service. Their names are found as follows:

1825, March 7 - Nathan, Absalom and Walter voted; Nathan elected county commissioner.

1825, March 8 - Walter summoned as grand juror.

1825, March 8 - Absalom appointed constable.

1825 - First assessment list; Walter, $200; Nathan, $400; Absalom, $200; Thomas, $300; Jesse, $727; John, $93.

1825, Sept. - Thomas appointed supervisor of road district No. 2.

1825, Nov. - Thomas and John summoned as grand jurors.

1825, Nov. - Nathan summoned as petit juror.

1826, March - Thomas reported as road supervisor; allowed $7.50; resigned as supervisor.

1826, March - Walter appointed supervisor of road district No. 6.

1826, March - Nathan allowed $45 for service.

1826, May - William summoned as grand juror.

1826, June 2 - John appointed constable.
1826, June 2 - Thomas appointed judge of election, Mackinaw district.
1826, July 8 - Walter allowed $3.50 for guarding Indian murderer, Nomaque.
1826, October- Thomas and Jesse summoned as traverse jurors.
1826, July 12- Nathan allowed $20 for services as commissioner.
1826, August - Nathan re-elected county commissioner.
1826, Sept. - Thomas allowed $1 as judge of election.
1826, Dec. - Walter summoned as traverse juror.
1827, April 7- Nathan last appears as commissioner.

Hannah Dillon, daughter of Nathan, was born August 2, 1824, the first white child born in the territory of Tazewell county.

Thomas Dillon was the first postmaster, 1825, in the settlement that afterward became Dillon.

Absalom Dillon operated the first store at Dillon, 1826.

## Two Children Died

"That summer following, much sickness prevailed, and in the fall we had lost two children, which discouraged us very much -- made us homesick and almost induced us to return to Ohio. Hearing, however, a good account of the Mackinaw country to the north of us, we determined to visit it; and accordingly, accompanied by my brothers, Jesse and Walter and William Hayes, we set out on a journey to explore it. We struck the stream at Mackinaw Town, and after visiting Deer Creek, Walnut Grove, White Oak and Stout's Grove, our provisions failed us, and we went over to Fort Clark (as Peoria was then called) but on arrival found neither provisions nor people, except Abner Eads and Jesse (Joseph) Ogee. But we managed to catch some fish and on them with some prairie chickens we killed, we subsisted until we returned to Elkhart Grove.

"On our return we passed through Pleasant Grove and Delavan Prairie.

"We made selections for future homes near Dillon Creek, and the next fall, having put up cabins, we prepared to remove to our new home, got ready and set out. On our journey when a short distance from where the village of Delavan now stands, we were overtaken by a heavy thunder storm. We hurried along as fast as possible until sundown, when the wind changed to the northwest, and in 15 minutes our clothes were frozen hard, our horses mired down and my wife and children had to get out of the wagon into the bleak wind. Then we unloaded the wagon and moved it out of the slough by hand, the water half-leg deep, and reloading hitched up the horse, and moved on about a quarter of a mile further, where the same accident occurred again. It was now quite dark, the wind blowing, the weather freezing cold, wolves howling in every direction. We concluded to start for the timber, which was about three miles off; so, packing wife and children on horseback, we started against the wind. It was to do that or freeze on the prairie. We were in a truly desperate condition -- no fire and all of us wet, cold, and hungry. We had to have a fire or perish, so on our arrival at the timber it devolved on me to strike a fire, for my brother was so near chilled through he could do nothing as he had been riding and driving a four-horse team. In those days we had no matches, and were compelled to strike a fire by a flintlock rifle, which was a bad job as the whole ground was flooded and nothing could be found dry. I at length succeeded in getting a fire and we piled high the wood and stood

around and thawed out and dried our clothes; and when my wife went to look for provisions to get some supper, the dogs had eaten it all up, and we went supperless to our wet beds.

Forded Mackinaw River

"The next morning we started by sunrise for the wagon. It was frozen fast, and we had to cut it out and take it back the way we came in. We had left out cattle on the previous night and they had started off. I took their trail and followed them several miles, when the ground became so frozen that their hoofs made no impression, so I gave them up as lost and returned to camp. By this time I was hungry, and my wife, with provisions brought from the wagon, had prepared a good meal, and we all did it ample justice, as we had not eaten anything for nearly two days. At the beginning of the second day we mustered all our force, determined to reach our destination that day. When we arrived at the Mackinaw the ice was running in large quantities, and the stream hardly fordable, but with much labor and difficulty we got across, and that evening arrived at our cabin. There was no door or chimney to it, not a crack stopped, and situated so the north wind came through at a sweeping rate, but having plenty of bed clothes we kept ourselves comfortable, and opened a place in the roof to let the smoke escape, prepared a good supper, slept in the cabin, and in a few days had it warm and comfortable.

"Brother Walter returned to Sangamon county for a load of corn and meal. While he was gone it rained a great deal, and he was twelve days in coming from Springfield. William Davis came with him with a drove of hogs. When they arrived at Mackinaw the water had overflowed the banks, so they left the team on the other side and with the men with them, made a raft and crossed over, and arrived at home the same night. The next morning we started for the teams, prepared to make a raft large enough to bring across a wagon, provisions and horses. Brother John was mounted on one of them, and in plunging around in the mud and water, he got dismounted and thrown into the water, and when he got out had to ride near three miles with frozen clothes on and almost perished, but a good fire and hearty supper made us all feel comfortable, but the horses had a hard time of it, as they had to stand out in a cold wind tied with a halter all through the cold, freezing night.

Indians Troublesome

"So passed the winter at our cabin with wife and children. Occasionally my brother was with us, but my wife never saw a white woman from the month of December to the following March; but there were plenty of Indians, and they were quite troublesome and could not be trusted. In the month of May, following (1824), I was compelled to go to the settlement after provisions, and John Dillon accompanied me. The night we arrived it commenced raining and continued so that on our return the streams had risen to a fearful height. When we came to Salt Creek it was a sea of water from hill to hill, and we were compelled to cross as best we could by ferrying our load in a small boat and swimming our horses. Kickapoo was in the same condition, and we crossed in a small canoe, taking our wagons apart in order to get them over. The next was Sugar Creek, where Robert Musick then lived. Here we were one whole day in crossing. The night after we lay out on the big prairie without fire and but little

to eat. If such toils and privations would not try men's souls, what could? We had no more ferrying until we reached Mackinaw, but our team broke away and we had to follow them some eight miles before we overtook them. On our return we found Benjamin Briggs, who was on his way to Peoria. He had been as far as Mackinaw and could not cross and was returning. We returned to that stream and spent a lonesome night on its banks, and in the morning we found an Indian canoe and with its aid swam our horses over and reached home. Brothers Walter, Absalom and others started for the stream and brought our wagons over.

"In the month of March, 1824, brother Absalom moved here (Dillon's Grove). Soon after John Summers, William Woodrow, and Peter Scott came and made improvements. My brothers, Jesse and Thomas, came out the fall following, and the year after my father and brother, William, came. From that time the country settled very fast with an industrious population."

## Pioneering and Homesteading in Illinois

In the twenties of last century Aaron and Ellis Dillon, as boys, with their father, Jesse Dillon, one of seven brothers, emigrated from Clinton county, Ohio, to Tazewell county, Illinois. Some of the hardships of this trip are noted in the foregoing chapter.

In Ohio the Dillons were farmers and did a business of hauling supplies from Cincinnati to their home neighborhood. They were practical horsemen and this work taught them the need for large and strong horses. Several of them in Illinois continued on their farms to breed heavy horses, using such stallions as were then available. One known as a Canuck Horse from Canada was probably descended from French stock earlier imported into Canada by the French Jesuits. Canuck is a nickname for people from Canada and the nickname followed the horse. Later they used an English cart horse imported from England by Col. Oakley near Tremont, Illinois. These stallions crossed with the Dragon stock of mares brought from Ohio formed the foundation for a good class of horses. Later they used other imported Normal stallions from which arose a collection of draft horses in central Illinois. From these beginnings in breeding was secured the foundation for their future herd in various localities of the United States.

To Aaron Dillon, above referred to, and Malinda Hodgson Dillon were born two sons, Isaiah in 1834 and Levi in 1836. In early childhood the ravages of Cholera left these two orphans to be raised by their Uncle Ellis and others. Arriving at manhood these three men were associated together for breeding horses and were known as E. Dillon & Company to be referred to later.

About 1855 the above named men and a dozen more families moved from their timber homes along the streams where the original settlements were made to a prairie land about 15 miles from Dillontown. They took up open land in tracts of 160 to 640 acres each. Here they established new homes in the almost treeless community. Isaiah and Levi Dillon had adjoining farms with houses near each other. They lived here until 1865, each raising a good sized family. The writer was born on this farm in 1858 to Isaiah Dillon and Mary Fisher Dillon.

Much work was needed on these farms where the rosin weeds grew as high as a horse could raise his head, bluestem as high as he could raise his tail, and varieties of wild grass as high as a horse's back. The plowing, the harvesting, the building of house and barn and fences could never have been done without help. The helpers were usually German and Irish emigrants and local emigrants from Indiana, Tennessee, Kentucky and other states. The wages were low, about 12 to 15 dollars per month and board for nine months. The remaining three months in winter the men worked for their board. All they had to do these three months was go to the timber, split rails, cut fence posts, hue lumber for building, cut the refuse wood for summer use, and bring it home through snow and unbroken roads. I well remember the big snow of 1863, when snow, two feet or more on the level, filled lanes and covered fences. "Oh, that independent life on a farm," so often spoken of by people who never saw a farm. The only independent thing I ever saw on a farm is "If you have no shoes, you can go barefooted."

In 1858 members of the firm of E. Dillon & Company bought a ten-year-old imported stallion, Old Louis Napoleon, priced at $2000, an almost unheard of price for a ten-year-old white horse. The neighbors thought they were crazy. This horse was used in our herd and for public service until his death in 1870.

There was at first very little interest in horses but E. Dillon & Company bought up all the best colts at 40 to 50 dollars at weaning time. The neighbors said they did this only to boost the price and it did boost the price for they sold many of these colts later for $1000, $1500 and $2000 each. Then the neighbors said they had been robbed. Many would not pay 15 or 25 dollar service fee. E. Dillon & Company would permit the breeding of good mares and then pay for the colt at weaning or would breed free and the breeder own the colt at weaning time.

The business continued as I grew up until in 1865 it was necessary to have better facilities and E. Dillon & Company moved to Normal, where schools, railroad facilities and markets were better. Here they bought three farms east of Normal, Illinois, for new homes. Here we received the advantages of the Illinois State Normal University. My brother Melvin F. began his school work in the grammar department in 1870 and I a year later. Of the six brothers and sisters, four graduated; Melvin and I were not so honored. From 1870 to 1936 the doors of the University were never opened for school that one or more from my father's family, either child or grandchild, did not enter as pupil or teacher. If there ever was a class (meaning a year or grade of work) that sometime or other one of us was not in, I do not know about it -- primary, grammar, high school, or Normal department. I am not sure that I ever did the school any good, but the school surely did me some good. Leaving school I spent my time on the farm of 160 acres, often increased by renting several hundred more acres. With these activities we did not need athletic work for exercise. The horse industry was always uppermost in our work.

As early as 1856 attending fairs and exhibiting our horses as a publicity stunt was begun and was kept up until about 1892. This will be referred to later.

With the retirement of Old Louis on account of old age -- 23 years -- it was necessary to secure a substitute. With none available in the United States, a venture was made in 1870 by Ellis and Levi visiting France for a supply. They returned with four horses, three were sold and St. Laurent retained. So well did this venture turn out that it was repeated and ceased to be a venture, becoming a habit with our family and neighbors as well as over a hundred other men in Illinois alone, who crossed the briny deep for horses. It so happened that I was selected as one of four of our family to buy in France in 1881. Some of the incidents of this and other trips may be told later.

## Brief Sketch of Other Activities

In 1884 there was formed in Albany, Texas, an organization known as the North West Texas Horse Company. It was formed by men who had a lot of wild and semi-wild horses on open range in Shackelford County. A land under fence, city property for barns, and unlimited open range. The horses included over 75 percent of all on open range which was 100 miles square. The range work is later taken up.

The next action in my experience was to reduce our over-stock of horses which surpassed our facilities for work. By a combination of our horses and our neighbors we sold many horses. Details of this will be given later under the head of "Combination Sales".

We learned in France that Frenchmen could fatten horses in less time than we could and discovered that the use of dental work was the principal reason. After acquainting ourselves with the work, father and I practiced it for a few years in central Illinois and in Chicago. One year in Chicago we operated on 2400 horses. Following this, father retired for the remaining years at his home in Normal. I continued horse dentistry work in Chicago until the time horses became scarce and there was no demand to justify the work. Most of the horses retired from the streets were replaced by motor vehicles. Sales at the Stockyards almost closed. The dental work was done for nearly every large team owner in Chicago, such firms as the Telephone Company with 600 Horses, Hebard Express with 400 horses, City Fuel Company with 1000 horses, Consolidated Ice Company with 600 horses, and dozens of others with various numbers of horses. We did work for several circuses and wildwest shows - Ringling Bros., 101 Ranch, Buffalo Bill Wild West, Kinnedy Bros.Wild West and Floto Sells Circus. I did 350 horses and seven camels for Floto Sells Circus, traveling with them for four weeks. This was one of the unusual events of my life and might be told at length.

I spent three winter seasons with Prof. O. R. Hanson, the world's best man for handling bad or spoiled horses. We gave exhibitions in ball parks, auditorium buildings, and opera house stages, showing men how to handle and correct bad habits of horses and using in this work several "man killing horses". If I did not learn more, I surely learned one thing -- a horse has only one brain cell and can think of only one thing at a time.

With the decline of the horse business I spent eight years in Idaho experimenting on irrigation farming. While it was not a financial success, it has been an experience in farming and an asset to the farm work.

Following this I lived on an abandoned farm in Pennsylvania and in five years learned that many abandoned farms in the east could be returned to useful farms cheaper than new lands in the west could be opened up for work.

After spending almost a half of last century and over a third of this century in studying and experimenting along various agricultural interests, I feel that if I were sure of another century of life I am now ready and equipped to do something. While past three score and ten years, I use neither crutch, cane, nor hearing equipment. I still have two teeth and can read and write an hour without glasses, and am still going strong.

## Buying Horses in France

In buying horses in France we frequently used a two-wheeled cart for country travel -- far removed from today's auto.

The earlier buying was done in Normandy for American trade. This territory is on both sides of the Seine River and runs from Paris to La Havre, the port of entry for Paris. The very early importing was done by men whose business in France was far removed from horse interests; but with riding behind these horses previous to general use of railroads, they became infatuated with Diligence Horses, translated a "Bus Horse", called in French "Cheval de Petit Trait" or "horse of light draft", in distinction from "Cheval de Gross Trait" translated "horse of great draft".

Some of the early importers were Edward Harris of New Jersey, W. H. Walter of Baltimore, Maryland, Dr. Brown of Circleville, Ohio, T. C. Biglow of Columbus, Ohio, Samuel Holman of Phoenixville, Pennsylvania, E. Martin and J. Fullerton of Medford County, Ohio, and a few others whose names might be found who were in France on business. All these were previous to 1870. Their attention was first attracted to horses of 1200 to 1300 pounds weight. With few exceptions their importing was not repeated. Mr. Walter and Mr. Harris did repeat their effort. In very few of these horses do we find their progeny traced down to today. Mr. Harris did sell some mares to Dr. Stetson of Neponset, Illinois, whose colts were among the foundation animals in both French Draft and Percheron records. The same may be said of descendents of Old Louis Napoleon whose colts were admitted under rule of five top crosses which made them eligible.

Paris was largely built of stone much of which came from Normandy. It was carted to the city on two-wheeled carts drawn by seven large horses or by several yoke of enormous oxen. In case stone was too far away for such transportation, the rock was carted to the River Seine and taken to Paris by water. From this it is seen that Normandy was a good place in which to buy large horses.

BEGINNING ABOUT 1840 AND UP TO 1875 EVERY HORSE BROUGHT TO THE UNITED STATES SO FAR AS YOUR WRITER KNOWS WAS PURCHASED IN NORMANDY. For this reason nearly every one of the earlier importations of horses showed collar marks of hard work, and sometimes defective feet and joints from severe work and brutal treatment of unmerciful drivers. Nothing but these sturdy horses would have stood the work so well. Many of the early importations were purchased in harness or in sale barns in Paris and Rouen.

Before leaving Normandy, it is well to see the method which prevailed there and all over France. Breeding previous to 1880 was usually done on small farms. The colts were sold at weaning time or often contracted for in advance, and congregated at many points. The depots for dealing best known to your writer are Ever-eau, La Mans, Chartres, and Nogent. Farmers needing young horses to replace the older ones sold selected them here, bought their supplies at these depots as yearlings or two-year-olds. Breeders buying for breeding purposes selected those which conformed closely to their idea of perfection. Buyers from Normandy and hilly regions chose coarse or rugged kind, and those from Bauce and more sandy soil selected a smaller and more active type.

Your writer has traveled in France for days sometimes and not seen a mare and again not a stallion, only such as were used in the stud.

With this situation described above one can see the difficulty in securing pedigrees. While in some cases it is possible, in many cases it is very improbable that many accurate pedigrees are to be secured. Later

research discloses that horses were transferred from one locality to another, both mares and stallions, and only a few records were preserved. This would verify the statement often made: "All draft horses in France are of one common origin, differing in several localities as conditions differ, differing in sundry places as the buyer and breeder differed in their ideas of perfection." Until about 1880 pedigrees were unknown except in isolated places and they were of short duration.

To get some of these pedigrees would be like getting a pedigree of a bull sent to the Chicago Stockyards for bologna. To do it, a prospective buyer would have to see the commission man who sold him and locate the number of the car he came in and from that locate the shipper down state, who again must locate the farmer from whom he purchased the bull, and from him find the address of the breeder and when the bull is fully identified the pedigree might be known. All of this is possible but very improbable and an endless job if one buys a hundred horses. With the reputed reputation of horse dealers, traders, etc., suspicion would reign supreme.

Previous to 1875 La Perche was very little known to American buyers. It was during that year that Ellis and Isaiah Dillon were waiting in Rouen after completing their buying and biding their time when they could ship home, that Mr. Christian Helfers, their interpreter and business manager, told them he had located a place where mares could be found more readily and next year they would visit it for mares.

The Dillons wanted a show stallion and mare with a colt of their production and bred to have one next year which they could show at the Centennial Exposition in Philadelphia the next year. So far they had failed to find the combination. They decided, in the short time remaining, to visit the new Mecca which proved to be La Perche. At La Ferte Bernard in Sarthe they met Mr. Tacheau from whom they found the combination they wanted. They bought a stallion, a mare, and a colt named by them Tacheau, Boquet and Odinet. With these they were set for the Centennial in 1876. But, unforeseen obstacles occurred and they could not show them, much to their disappointment. This combination of the four would have permitted them to show singly and collectively in seven classes. This was the first great horse show they had ever missed since 1860. Returning to Rouen, Isaiah Dillon told M. W. Dunham of his discovery. Mr. Dunham immediately went to La Perche for his first visit and bought some horses. Among them was a mare, Mignonette, which won first prize at the Centennial.

Following the purchase of these three horses the Dillons restricted their buying for future importations to this region except less than ten horses which they purchased from M. Pegash, near Rouen, from whom they bought one of their first horses. They continued to buy from him as long as he lived. Later the Dillons purchased many horses from M. Tacheau and others near Nogent and all parts of La Perche. The friendship between the Dillons and Tacheau was broken only by death.

I have previously said that up to 1875 every horse bought in France for shipment to America was purchased in Normandy on both sides of the River Seine as far up and including Paris, where many horses were bought of dealers in work horses. The principal dealers were M. Vidal and M. Revier who bought all over France. In 1875 Isaiah Dillon discovered or learned of La Perche where he visited and with Ellis Dillon bought three head. Mr. Dillon related his venture to M. W. Dunham who in a few remaining days hastened to La Perche where he bought a few horses. Among them were Vidocq and a mare that won first prize at Philadelphia in 1876. Much heavy teaming work was required in Normandy in stone, sand, and heavy building materials. The

farming soil of this locality was of very heavy and stony ground, requiring heavier horses than Perche and surrounding pastures were scarce and breeding was at a low ebb. It was customary for Normandy farmers to buy weaning colts and as yearlings break them in on farm work. At two years of age the horse was sold to a teamster to be worked in seven horse tandem teams on two-wheeled carts drawing from seven to ten tons of stone, or in six horse teams in pairs drawing a wagon for crushed stone or sand.

It is no wonder the early importations were sore-footed, blemished, and some with serious harness marks that were always visible. The wonder is that they lived four years with such hardships under the whip of the most inhuman,cruel drivers.

The scarcity of sound horses was a detriment to buying in Normandy. While the horses in La Perche were handled none too tenderly when working, they were often fed from thirty to sixty days, prepared for American buyers, and a horse st-ll-fed with little exercise shipped better than one from hard work and deprived of accustomed exercise while enroute to America. It is a mistake to think that the Normandy horses were not as good as those in Perche for the Normandy buyers selected those colts to develop large -- the same type we sought. They bought colts and yearlings, while we were buying three, four, and five-year-olds. So they beat us to it in getting the best.

## Early Shipping

In early ocean shipping the horses were shipped on the upper deck, as there was a prevailing idea that if horses came in contact with steam heat or lower deck conditions, it would be very disastrous. Hence, ship companies would not permit horses except on upper deck. To load these animals they were put in a crate and by a derrick were raised to the level of the first dock and swung aboard. Here they were placed in permanent crates closely confined like a crated stove with sides well padded. Being closely padded they had no opportunity to sway back and forth to adjust themselves to the falling of the ship by waves or storm. The result was that many were bruised and in some cases the scars so made remained during life.

On a later voyage we were permitted to ship on second deck as the upper deck was loaded with heavy machinery. This we gladly did with good success. Stalls were built wider and longer. Second and third decks did not rock as the upper deck did. Ever afterward we shipped on lower deck.

We were frequently asked, "Do horses get seasick?" The answer is "Yes". The remedy or relief is the use of fever medicine and condition tonic. I have had a dozen or more horses knocked down by a huge wave. Seasickness is easily detected on horses by rising temperature, red, swollen eyes, loss of appetite, and depressed condition.

Seasickness in human beings is about such as is experienced when one gets sick on a merre-go-round or a rope swing. It is remedied by stopping the swing. But one can't stop the boat or waves. I think it is the most distressing sickness I ever saw. For a day or so one is afraid one is going to die and for a day or so following one is afraid he will not die and wishes he could. I speak from observation, not from experience, for I was one of a few of our shippers who was never seasick.

In 1882 four of us accompanied the horses home. Uncle Ellis had been sick before shipping and was very sick for weeks afterwards. His son-in-law, R. G. Bright, and our cousin, Ed. Hodgson, were poor sailors and were seasick before we were out of sight of land and remained so en route. With three night men and five day men to help with over 160 horses, we were able to land every horse at home alive and well. To my knowledge this was the first time anyone had landed over a hundred horses without a loss.

Arriving in port these horses were reloaded in box cars for railroad shipping. This was previous to the use of Palace horse cars. Each car would carry six smaller horses or four of the largest horses. Each carload was cared for by a groom accompanying it.

## A Bad Hoss

The Normal stallion, Cogniac, which was sold by E. Dillon & Company of Normal, Illinois, several years ago to a California dealer is achieving a horrible reputation for ferocity and thirst for human blood.

Some weeks ago the Pantagraph of Bloomington, Illinois, related the particulars of his killing James Kennedy, a man whom the horse attacked near his quarters.

In the San Francisco Chronical of October 14th, 1873, we find a long account of a second bloody attack made by the same stallion. The Chronical says of Cogniac:-

"The mea-eater whose other name is Cogniac is a seven-year-old, dark dapple gray Norman stallion weighing in fighting trim 1800 pounds, imported two years ago by E. Dillon & Company to Illinois, subsequently bought by Joseph Wooden, the Norman horse breeder of Petaluma, California, and brought to this state, declared by horsemen to be the best of the horses ever brought to America. Until brought to Illinois he had been an exceptionally gentle animal, but having indiscreetly and brutally bitten out a couple of pounds of an Illinois groom, he was so indiscreetly and brutally beaten, as Deacon Duncan would say, he experienced a change of heart. He has ever since been the terror of all who have necessarily been thrown in his company.

Mr. Wooden consigned him to Mr. Trapp, known as the California Rarey, to have him cured of his sole little foible.

Yesterday at 2 o'clock the exhibition commenced in the presence of about 200 spectators, and progressed until 3:30 during which time the horse had been handled by the Professor, driven to a buggy, and appeared perfectly tractable. After being unhitched he was crosshobbled by making a stout rope fast from the fetlock of the near (left) fore leg to that of the off (right) leg, an arrangement which permitted him to trot but prevented him from galloping or kneeling down.

Professor Trapp's attention was drawn away for a moment and his eyes were drawn from the animal, when the latter jumped for him like a tiger. The horse caught the man up as a terrier does a rat and flung him through the air against the enclosing planking. Before Mr. Trapp could regain his feet the ferocious monster was again upon him, seizing him with his teeth by the shoulder and endeavoring to kneel down upon him. The cross-hobbling prevented him doing this and the cool Professor, with his shoulder still in the gripp of the monster's jaws, struggled to his feet and with his right hand so held the bit as to prevent as far as possible the successful working of the horse's jaws.

By the aid of these distractions Trapp was enabled by degrees to draw his arm through the horse's jaws, the horse chewing it as it slipped away from him until it was entirely withdrawn.

The crowd shouted to Trapp to jump for his life but the plucky trainer called for his whip and with his mangled left arm dangling by his side, so tickled the fetlocks of Cogniac that the enterprising animal was again in subjection.

Dillon & Company may thank their lucky stars that they got rid of the horse as soon as they did."

P.S. by Leo Dillon: The half of this horse's activities have never been told. Cogniac was found to be bad soon after starting to his new home in the United States, and we did not dare and would not sell him without the prospective buyer knowing all we knew about him. He was the last of a large

importation to leave our barns and then was loaned to a man in Indiana who was one of those men who never saw a horse he was afraid of, but Cogniac buffaloed him and when Mr. Wooden visited the barn, the surroundings soon told the tale of a bad actor. - Leo A. Dillon.

## Early Importing

The importing industry has been in vogue about 100 years. The most of it has been done by men of sound judgment with a desire to improve our horse industry and none of us can deny that all classes of horses in use now are superior to those of our early memories. While not so numerous as in earlier days the common horse is improved. The early importations were made under different conditions. The men who imported them were only interested in those horses in France and other countries as they saw them drawing the vehicles they rode in and they thought the horses of 1300 to 1400 pounds were best suited to their wants.

The next band of importers were men who needed heavier horses for heavier work and they bought for that purpose. These were the earlier Ohio importers who brought over Old Louis Napoleon, Pleasant Valley Bill, None Such, Napoleon III, Success, Old Polly, all ranging from 1600 to 1850 pounds. Beginning with the Van Hoenbeck of Monmouth, Illinois, about 1868, W. J. Edwards, with his large bay horse four years old weighing 1950 pounds, James Perry with Duke de Chartres of 1876 Centennial fame weighing 2000 pounds, and in 1870 Dillons' St. Laurent of 2100 pounds that could easily have been made to weigh 2300, Rouen weighing 2050, Mahomet weighing 2000 pounds, the demand grew for ton horses.

In 1876 the buying drifted away from the Seine Valley to the center of France, away from work horse region to breeding localities and buying from city dealers disappeared. With the buying of a half dozen horses and mares in Perche in 1875 the noted ones, named Tacheau, Bouquet, and Mignonette, a prize winner in 1876 at Philadelphia, all ton horses, were used as ideal horses for American trade. When French breeders of Perche learned that one hundred horses were being shipped from La Havre to America they started out to capture this trade. The following year the barns of Percheron dealers and breeders were filled with such horses as those few bought in 1875. The work of buying was simplified as horses were found in lots of ten to twenty to select from.

The almost universal demand was for gray horses. In 1879 a few black horses were imported. Mr. Periot and Fardonett of Nogent and A. Tacheau of Laferte Bernard each had a large black stallion. Mr. Periot sold the two Brilliant stallions to Mr. Dunham and Mr. Tacheau sold Favory, a Parisian prize winner, to E. Dillon & Company. A few other black horses accompanied these, not because the American breeders wanted black horses, but they hoped that introducing black would assist in darkening the color of our own grays that so soon turned white. Because of the white color, local buyers used it to jew down prices from farmers. Mr. Tacheau had two old black horses too far advanced in age to ship. One, Moutou, he retained for years in his stud. Mr. Fardonet did likewise. With the publicity given by Dillons and Dunham to Favory and the two Brilliants and the favor they received, a desire soon grew for black. For years following, nearly every black horse near La Ferte Bernard was said to be sired by Favory or Moutou and those near Nogent by Brilliant or Old Decide, owned by Fardonet. If the above named black horses sired all the colts reported as their colts, the mares must have had litters like old sows of five to ten in a litter.

The color has changed for at the International in 1934 grays were very conspicuous by their absence with black color almost universal and the same thing prevailed in 1935. The Percheron record shows 65 percent of foals registered in 1935 were black. Now there is a growing demand for

sorrels. I predict this will cause some conflict and errors as that color is Belgian in origin and the Belgian breed is giving the Percheron race a good chase. In Tazewell county, Illinois, I attended two sales of shipping horses from 60 to 80 head; 75 percent were sorrels or roans from Belgian stallions crossed with Percherons.

The question is, have we better horses now than we had in 1884? Compare the 1884 Percheron show and the French Draft show that year at Illinois State Fair in Chicago, where a special show of Percherons was held at Garfield Park, and the same fall at the Fat Stock Show on the Lake Front, over 200 horses, with the recent horse show at the International. There are a few men living who saw both shows.

2nd - Are we importing better horses here now than were bred in France and American in 1880 to 1890? As less than ten importers of those days are now living it is difficult to tell.

3rd - Have we done better by continuing in breeding the four draft horse families among themselves or would we have accomplished more by mingling the four breeds and retaining the best qualities of each and eradicating the less desirable qualities?

## The Dillons in France

### A letter from Mr. Isaiah Dillon ------ His observations on agriculture

(The following letter is copied from the WEEKLY PANTAGRAPH, Bloomington, Illinois, of June 18, 1880)

"---Mr. Isaiah Dillon, writing us from Rouen, says:

"'We have spent many days in search of horses, and have finally bought twenty stallions and four mares, and they have cost us more money than thirty good ones ordinarily would have cost. They are all young, from dapple gray to black, and I think are hard to equal, even in France. We shall be ready to ship from London July 3rd, and may have to divide and ship in two steamers, for on account of the large emigration, the government will not allow the emigrant vessels to carry but a few horses.

"' We have had fine weather, very cool and dry, and having traveled considerably throughout the rural districts, I am prepared to say that whoever says France is not an agricultural and stockraising country is mistaken. They raise large numbers of cattle, horses and sheep. The latter are very inferior, and I might say the same of the cattle, for while they have some good cattle, they do not pay much attention to their breeding, and the result is but little change for the better as the time goes on.

"'They raise a terrible hog, the Mackinaw rangers of twenty-five years ago are a fair sample of them, and it is only in their horses that they take any pride, but they are terribly hard horse masters for all. They begin to work their colts at one and two years old and work them hard constantly, but the presence of their splendidly graded and Macadamized roads is a great saving of horse flesh.

"'I am surprised to see so much timber, while it is not large, there is a great deal of it. They are very economical in its use, making lumber of timber that we would scarcely use for fire-wood in Illinois and using the smallest twigs for fuel. I have seen a number of brick and tile factories, and all burned with brush, the largest, perhaps, not more than one and one-half inches in diameter. For cooking they use brush, sawdust and tan bark pressed and dried, with the tan taken out. I see different varieties of timber, a few of which are common in Illinois: the cotton wood, columbia, poplar and linn, or basswood; some oaks and walnuts but different from ours. There are also groves of pine. In one place I saw hundreds of acres. France is striped with hedges; some of hawthorn that makes a very pretty fence, but more of a thornless collection of brush of different varieties. Some of them would make large trees if allowed to grow natural. Their object in growing hedge is two-fold: first, to grow fuel, and, second, to make a fence. Almost all of these brush hedges are planted on a bank from two to four feet high. Such banks are very common on all the farms, the brush, bank and ditch making a fence and a crop of fuel once in three or four years. A row of trees of larger size is very common along these hedges, especially along the roadsides.

"'These trees, like the hedges, are trimmed of their limbs, except a few at the top, sometimes thirty or forty feet high. We often see trees in the villages and near residences trimmed in many fancy shapes. Sometimes two rows thirty or forty feet apart so trimmed as to form a thick foliage, forming a complete arch, very beautiful in appearance. Apple and pear trees are very plentiful. Pear trees are very hardy, bear well, are long-lived and attain a great size. I measured some pear trees said to be over 100 years old. One measured ten feet and ten inches; another nine

feet and six inches in circumference. While there are a great many apple trees and many large orchards, and they are very common. In some parts along both sides of the road they generally appear in an unhealthy condition, many of them covered with moss from the ground to tips of the limbs. The apple trees grow very scrubby. I think the apples of poor quality, but of this I cannot say certain, not being here in the proper season to see them at their best. There is a vast amount of cider drunk in France, and I supposed them made their own cider, but I am informed that it is mostly shipped here.

"'The plan of all farm building is very much the same, frequently all joined together, dwelling, stable for cows, horse and sheep, etc., without exception are built around a square or lot, all fronting this yard that is generally planted in either apple or pear trees. If the buildings do not occupy the space all around this yard, the balance is filled in with a wall from four to five feet high. This wall is built sometimes of dirt covered with straw, others of a grave-morter covered with brick, or a kind of shingle made same as brick, and not unfrequently built for hundreds of years. Directly in front and near the stables is a basin, water-tight bottom, to catch the leakings from the manure and straw pile that is found in front of every stable. This water in the basin is furnished by rains, the water from all the buildings running into it. It is frequently carted on to the manure piles running back into the basin. When it is rich enough it is carried onto the land for manure. The most disgusting part of it is that this basin furnished water for the stock, and is often used for other purposes. The buildings all front this yard. The prevailing style of buildings is one-story, material generally of a rough kind of frame, framed at all angles, and filled in sometimes with clay, but oftener with a mortar of lime and gravel. A few buildings are of stone, and quite a number of brick. Those of brick are two-story, and generally very fine; seldom see barn more than one-story, and all of them very poorly ventilated. Not unfrequently are the buildings plastered outside, such walls as some of them are, would not stand long in Illinois. The freezing, thawing and rains would soon crumble them. All of the stables and most of the dwellings have brick or stone floors laid on the dirt. The material for roofing is straw, slate, and a kind of clay shingle, burnt like brick. The last kind is most common. A great many thatched roofs that look as though they had been in existance for centuries. The roads, fences, trees, buildings, and all else present the same general appearance -- all of very old style. Everything indicates that they follow the old established customs in everything. For instance, cutting grass with the scythe and wheat with the cradle and sickle. In traveling through the country, we find many villages, all having the same general appearance, yards surrounded with buildings and walls, same as in the country. From the time you enter a village until you leave it, there is a wall on each side, some six to eight feet high. Almost every town has a church or churches, with steeple and cross on top, and a variety of carvings and images inside and out. It is very common at the principal cross roads to see the image of Christ on the cross. One peculiar feature of the French village is their location on the low ground and near the streams, and one can but notice the manner in which they control the waters, cutting ditches through different parts of the town, and conducting the water just where they wish it. I have seen six or eight branches of the same stream through one small village. I will here state that our Illinois women would be amused to see ten or twenty women with their white caps on, all side by side, on their knees at the edge of the streams, plunging and pounding the clothes. They do not use the washboard; I have not seen any in France. In its stead they use the paddle. In this manner, on their knees, they plunge and pound until the dirt disappears.'"

- ISAIAH DILLON -

## The Decline of Horses

The number of horses in the United States in 1885 was about 23,000,000. The number decreased to about 9,000,000 in 1909. It grew again to about 18,000,000. These changes were caused by many reasons.

In early days hard work was done with oxen, such as plowing our hard, tough prairie, clearing timber land, drawing saw logs, and making long trips overland. The horses were of a small variety, about a thousand pounds and up.

Early canals needed horses. Horses were required for overland freight from New York and Boston to the Ohio River. Stage routes and mail routes called for horses. The introduction of railroads reduced the number of canal horses and overland work. Farmers lamented the condition as depriving them of horse market. Soon the cities demanded more horses for city work than was formerly demanded in all branches. The introduction of street cars called for more horses. The cable lines replaced the demand for horses on main lines. The main lines caused more lateral lines and called for more horses. The first cable line in St. Louis of two miles required 80 horses in one hitch to stretch out the line. By this time the street cars were using about 2,000,000 horses and required replacing every five years. About that time, 1894, there were more horses used in Chicago alone to transfer freight, baggage, and passengers from railroads than were used on all transportation lines a few years ago. With the advent of electric line street cars and motor power transportation the demand again decreased. The electrifying of street cars ceased the buying of a quarter of a million street car horses a year and threw a million cheap horses on the market alone. By this time oxen were almost displaced and the general use of electric and motor power automobiles and trucks has driven the horses off the roads and streets and reduced their demand on farms very materially.

Some people think or try to think that horses will come back as formerly and some think apparently that one man's guess is as good as another, but they will never do so entirely. We will never discard tractors and tractor machinery for horse power entirely, nor discard the automobile for a horse and buggy any more than we will discard railroads for canals. While this is true, the government report shows a rapid increase in number of horses. Breeding records show a substantial increase of foals being registered annually.

Driving in an auto from Baltimore to Kansas City through parts of Maryland, Virginia, Pennsylvania, Ohio, Indiana, Illinois, Missouri, and Kansas recently I saw very few tractor plows working, but many two, three and four horse plows. More fields plowed were plowed by horses than by tractors. More corn was being husked by hand and horse drawn wagon than by tractor drawn picking machines. I also saw more colts in fields than in several years.

In 1934 more horses were shown at the International than since 1920 and the show this year surpasses last year's show in numbers.

These statements are not for the purpose of convincing anyone to discard horses for motor machinery or vice versa, but they are statements as I look at the observations.

## Going to Fairs

No one family has had more nor greater variety of fairs than my ancestors and I and a cross line survey may here be noted.

Going to fairs and exhibiting was one of our methods of publicity used by E. Dillon & Company and later by Dillon Bros. The first show was about 1857 when Isaiah and Levi Dillon, as was their custom, were operating a traveling thrashing machine and working near Lincoln, Logan County, Illinois, about forty miles from home. There was to be a fair at Lincoln and every one wanted to go, so thrashing took a four day holiday. Being too far away to go home for that time, they took the four horses and two mules that were being used on the old fashioned down power for motor, dressed them up and exhibited them. These four mares were such as they were breeding from before the day of specialized breeding. At this fair they secured several prizes and set the beginning of a long career of going to the fair. It was the simple beginning of exhibitions which were later awarded over 2000 prizes, probably the greatest number ever won by one exhibitor. The showing continued at leading county fairs and such state fairs as Illinois, Indiana, Missouri, Ohio, Wisconsin, and Minnesota, also at Buffalo, Toledo, New York, Columbus, Ohio, St. Louis Fair, Cotton Centennial, and the old Fat Stock Show held for many years in the Fine Arts Building on Michigan Avenue, Chicago, which was the forerunner of the present International Stock Show at the Stockyards, Chicago.

Someone has said, "The groves were the gods' first temples," so they were also the homes of the first fairs. They were held in the shade of trees near the church or school house as neighborhood get-together places where colts, calves, pigs, and farm produce were exhibited along with the house supplies of cakes, butter, canned fruit, and crazy quilts. Sometimes small prizes were given. Later the counties provided fair grounds as we know them now but now a memory only.

The earliest of my memory is attending one such fair at Atlanta, Logan County, Illinois. How I remember, father and Uncle Levi taking the horses over to Atlanta ten miles away on Monday. The wives and six of us youngsters in a farm wagon with four days' supply of eats followed on Tuesday. Sleeping in a stall reserved for that purpose, eating from a camp fire with victuals cooked in a skillet and Dutch oven is an event never forgotten. From this show in 1864 I can now remember some of the horses shown there.

Later it became an annual habit to be out from four to six weeks. About this time many states formed state fairs. Horse shows were held in Chicago. One, following the Civil War, was held at 35th and Cottage Grove Avenue, using the barracks of the southern prisoners as the building for the exhibition purposes. Later, fairs were held at Dexter Park at the entrance at the present stockyards, the present home of the International. Father often later told of the trip from the Chicago & Alton railroad at Canal and Adams streets to Dexter Park over sandy roads lined with tall grass on either side, of the trouble with green heads and mosquitoes and flies en route; and later at the Illinois State Fair held at Decatur. At one of these shows the neighbors from McLean and Tazewell counties exhibited one hundred eleven colts and grandcolts of old Lons along with him. This was made possible by the railroads transporting stock, feed, and grooms to such fairs and return free. They realized that breeder-stock of horses and cattle sold would be shipped to great western regions from where carloads in the future would be returned. That idea has been later demonstrated as true. At these shows and fairs such men as M. W. Dunham,

John Virgin, W. J. Edwards, James A. Perry, Ed Hodgson, and Dr. Van Herbeck and over 50 others became interested and later were all engaged in importing and many visitors bought the half-blood stallions shown here for $800 to $2000. One in particular needs mention. Mr. Mark Dunham became infatuated with the horses. He was then engaged in dairy work at Wayne, Dupage County, Illinois, and thought it a good place for a stallion. He selected a half-blood, Farmers Interest by name, but would not pay $2000 for an old white horse -- and I do not blame him. An agreement was perfected by him and Isaiah Dillon by which he should lease the horse, 50-50 on collections. This he did and with it was formed a friendship that remained through life even if they did differ on some subjects. Sometime later Isaiah Dillon told Mr. Dunham it was time to sell the horse or he would be too old to sell. But Dunham refused to buy, so it was agreed that he should keep the horse through the fall season but immediately after January first he should return him or send a check for $2000. He returned the horse and later bought Success and French Emperor of W. J. Edwards who had recently imported them. He kept Success at the head of his herd as long as Success lived. Mr. Dunham began importing horses from Normandy, France and became the greatest individual importer and breeder and is too well known for my comments.

Going to fairs was a very wide experience. I think very few men have visited more fairs than I have in various capacities as visitor, exhibitor or judge. This gives a large experience to draw from.

In very early days draft horses were not in much favor. Trotting and running horses far excelled them in favor. Owners and trainers were looked to as knowing about all that was worth knowing about horses. From these there arose a class known as "red shirt men". The grooms of race horses, usually in red shirts, hence the name, were occasionally drawn for judges of everything and judged everything from a standpoint of speed. A story is told, more comical than truthful, that at one fair two competing dealers each showed a corn sheller. The judges disagreed, so a "red shirt" was drafted and after deliberation decided the owners should run a foot race to see who should receive the prize. Another incident at Illinois State Fair tells of a Mr. Brady who was a running horse fan. He found a long steer horn in the grass, picked it up, and carried it over to Uncle Ellis Dillon. Standing near Old Louis Napoleon he said, "Old man, I did not know you had dehorned your Norman bull. Here is the horn. You better keep it." Another time while showing our horses in front of the amphitheater someone objected to using the race track for show ground of heavy horses, lest they make holes in the ground and cause a race horse to fall and break a leg. We were directed to the other side of the amphitheater on grass.

We frequently showed our imported horses as draft teams to be shown in harness. At one time we were showing two pairs of recent importation so hitched with James A. Perry as our only competitor. To our surprise a farmer drove up a pair of 1400 pound weight with a truck loaded and showed the premium list where it said "to be tested" instead of "to be shown in harness" as previously pointed out. The superintendent decided we must have a pulling contest, $25 for first prize and $15 for second prize. Horse men reading this will know our horses were not prepared for this as they were not acquainted with that method of hitching. But we decided to accept the farmer's challenge, he to pull first and he sure did some good pulling. Mr. Superintendent called out, "Next team." Father said Mr. Perry would pull next, but he declined. Then father said, "Jim, can't your team pull

$15 worth?" Mr. Perry with his quick wit said, "Yes." So he had the load removed from the wagon and pulled it about twenty feet and quit, saying, "I think that is $15 worth." That night we had an oyster banquet on Mr. Perry's fifteen dollars.

Another time at St. Louis we were showing for "best farm mare". We exhibited Bouquet, weighing over a ton. One of our competitors was a gray trotting mare of about 1100 pounds and she won the prize. On being asked why he gave so small a mare the prize over a large one, he said he knew the little mare was worth $3000 and did not think Dillon's mare would bring so much, and he thought farmers should raise $3000 mares instead of those worth less money.

Sometimes competition in later shows grew to great magnitude. Well I remember at the old Fat Stock Show one year we won first prize on Poweful as four-year-old stallion and on Modesty as four-year-old mare in the French Draft class. This gave us entry for grand champion prize of all draft breeding class, Clydesdales, Shires, Percherons, and French Draft, two very coveted prizes, and we won both of them, the greatest honor of the show.

In the fall at a show in Chicago previous to the opening of the Cotton Centennial in New Orleans to be opened a year later, a Mr. Curtis from Washington called on many breeders inviting them to show their stock a year later. The management wanted a good show there as a good exhibition was never made in the South and they only wanted to build barn room as needed. Many signed up for the show, among them M. W. Dunham, our greatest competitor. We had never had a show of any size against Mr. Dunham and everyone knew it would be a hot fight. We specialized on home breeding, Mr. Dunham on imported horses. After signing up Mr. Dunham with Leonard Johnson, his European buyer, came to our headquarters at the Chicago show. Mr. Dunham said to father, "Isaiah, I want Mr. Johnson to see Modesty. He has never seen her." After looking her over Mr. Dunham said, "Johnson, we are going to New Orleans next winter to the show and we must beat Modesty. I want you to buy the first prize mare to Nogent show, Alenicon show, and at La Mans show and get one to beat her. How about it?" Mr. Johnson replied, "Dunham, that is the hardest job you ever gave me to do and it can't be done. If it must be done, you will have to breed a mare in America, for this mare, Modesty, can't be beat in France."

We spent a year getting our herd ready and decided to show in every class, full-blooded class and grade class, calling for over 50 horses. When we received the premium list, my brother made a list of entries before October 1st as per order in catalog. After finishing the job he looked over the rules of entry to be sure that some horses we had borrowed from our neighbors to fill our deficiency would not be thrown out as not being our own. In doing so he found a rule he had overlooked. "The age of all animals is dated from January 1st of year of birth." So he consulted Washington by wire and letter. The answer came, "Horses foaled in 1884 would be one year old January 1st, 1885 and no deviating from this order." So we were compelled to rewrite our entries, setting one, two and three-year-olds one year ahead and must borrow some more grade weanlings to fill our shortage. When all was done we had fifty-two horses listed. As we knew Mr. Dunham borrowed some three-year-olds for the three-year-old class and others, we decided he had overlooked the fact that they would be four years old after January 1st. Entries soon closed and we hoped he would not discover the error. It was dog eat dog on arrival in New Orleans when our competitors had only two, three and four-year-olds to show and by error

the two and three-year-olds would be three and four-year-olds in January when we went to show. The opposition offered all kinds of compromises. We offered a compromise to let them reenter their two and three-year-old exhibits in 1884 as two and three-year-old class in 1885. We had only two horses in the four-year-old class. We hoped to win on Leisure, a five-year-old of our own breeding, but to show against six or eight of Dunham's that had been sold for $3000 to $4000 made our outlook doubtful. We were defeated in four-year-old class but won the six prizes in the one and two-year-old shows. We thought with Leisure we had some hope of getting inside of the money, but we knew we were in high class company. Our own horse, Leisure, was placed No. 5, out of reach of ribbons or money, but we consoled ourselves that it took good horses to beat us and we were proud of our company. A few weeks following our return we sold Leisure for $5500. In the mare class we showed three home-bred mares and two imported mares and received all the prizes, first and third on home-bred and second on imported mare, with Modesty to the front. On one, two, and three-year-old mares we won everything. With our grade class well filled and Dunham getting prizes on horse and five colts and we getting prize on mare and two colts, both full-bloods and grades, we received, all told, thirty-two prizes, leaving less than ten for all competitors.

While this was a great victory in the show ring, it had it's heart breaks. We lost the best stallion and best grade stallion by death. We got lung fever in our herd and to save some with mustard plasters we killed the hair in large patches on each side of some young mares so it never came back and we sold them for little of their value to get them out of sight on our farm.

Some of the men took the fever. One in another barn died. We sent two men home sick.

We expected to sell some and open up sales in the south, but only sold one for one hundred dollars -- he was too near dead to ship home. We expected to show our horses to prospective buyers but none were there. With no buyers for future sales as there were very few who came to the fair. At no time while showing were there thirty-five men viewing the horses. When we loaded our horses in Normal for shipment the thermometer was below zero; four days later when we unloaded in New Orleans it was 100 in the shade and muddy. On returning we encountered a snow blizzard in Kentucky which accompanied us all the way home. While in New Orleans our horses shed most of the winter coat and we had to keep them warm until spring. "So all is not gold that glitters."

Unusual things sometimes happen, even at fairs. One year when the state fair was held in Centralia, in addition to our horses wewere exhibiting a car of Poland China hogs. One Mr. McCrary, a large breeder, was detained at a fair the previous week and could not arrive before Tuesday noon. He sent his advance men ahead on Saturday and arranged his pens, put his entry tags and advertising matter up. The following morning someone rounded up a lot of Egyptian razer-back hogs running loose on the fair grounds and filled Mr. McCrary's pens with a very poor assortment of hogs for a joke. They attracted some attention of people passing and some remarks made about these hogs were not very complimentary to the hog and will be omitted here with respect to the hog. Mr. McCrary enjoyed the joke.

There is another phase of the fair-going work worthy of thought and that is the subject of Horse Judges. It is difficult to do justice to it and not hurt someone's feelings.

In the early days of the draft horse anyone who could talk "race horse lingo" was sought for advice in matters of veterinary medicine. In the sixties and seventies of the last century there grew up a class of men known as "red shirt men," now known in trotting circles as swipes who attend race horses. They were called on by prospective buyers to protect them from buying blemished animals and pass on soundness. For some unknown cause they universally wore red flannel shirts, hence the "red shirt men". These were the judges in early fairs and their super idea of everything was speed. Can an exhibitor at the International picture it now?

Following the red shirts, judges were selected from buyers, drivers and owners of work horses. For example, at one time we showed before the barn boss of Anheuser-Busch Brewery, Superintendent of horses of St. Louis Transfer Company and a man from the Street Car Company of St. Louis.

Following this the judges were usually farm breeders, importers, or their buyers, using such men as Wm. Bell, Ohio, James Fletcher, Illinois, Wm. Pritchard, Ed. Hodgson, and many others of their class of nationally known men, on whom I would not dare comment.

It was at the old Fat Stock Show on the Lake Front at Chicago that the next innovation came by using college professors, which practice has been very universal ever since. I have personally shown horses before all of the above classes and to relieve the reader of the embarrassing question as to which class I prefer, I would say that the horse business never went backward and I would no more want to use the swipes or red shirt men today than I would want to send a letter to California via pony express instead of by air line.

The story was often told of early fairs using the above red shirts for cattle and hogs, with more comedy than facts, that the judged them by chasing the animals a quarter of a mile down the road with dogs behind them to determine their speed.

Times have changed and the old fairs are of the past. Bloomington, McLean County, Illinois, is an example. For twenty or more years we were prominent exhibitors. It was a great fair. People came for forty miles, some staying two days, some all week camping out. Under the great soft maple trees great dinners were spread for family gatherings where they sat cross-legged on the ground enjoying fried chicken, baked ham, roasted leg of lamb, etc., winding up with a bucket of lemonade or cider, and cutting a lot of watermelons and enjoying themselves 100 percent. Today and recently as I ride over old trails, now boulevards, these fair grounds are gone, some donated for consolidated schools, some for commercial work, others for residences. In those days the state authorities subsidized one fair in each county, $1000, with a provision that there be no liquor, gambling or horse racing. Early in the eighties to advance the interest and attraction, the ban on drinking, gambling, and racing was raised. The following fair was one of afternoons and evenings of frequent rowdyism, fights, etc., followed later in the week with a murder as a beginning of the decline.

Living as I do in Maryland, I read in the Baltimore Sun that next week at Timonium, the oldest State Fair in the United States, would hold a fair. As I had attended nearly all the state fairs in middle United States, I did not want to miss the oldest; later I found it was not the oldest. Instead of asking the man at the gate where we could put up our team, I asked where we could park our car so we could get it at 2:30 P.M. He said if we wanted out at that time I had better stay out as the ground would be full of autos. Like hundreds of others we parked across the road

in a meadow. Entering the grounds we first saw hot dog stands, hamburger stands, then around the long amphitheater nothing but fumes of liquor and lunch. Parallel with these were 500 feet of midway. There were plenty of nice trees to shade a nice lunch party, but under each tree was one or two midway trucks used to transport it's load. There was no place to sit down except at a lunch table. Everything was to make money and nothing for comfort except the Grand Stand to see the races at one dollar each. The livestock consisted of a few very good herds of cattle and hogs, no horses except trotters and runners each hidden from view. From noon to sundown every foot of space was full of autos and race fans filled the amphitheater. The name Agricultural State Fair should have been Agricultural Horse Trot.

A few weeks ago I visited Hagerstown County Fair, Maryland, where they advertised the greatest horse show in twenty years. There were over 100 good horses, one lot of imported Belgians recently arrived from Belgium, and nearly fifty fine colts exhibited by 4-H Club members. The fair was quiet until 1:00 P.M. when a five acre lot in front of the amphitheater was displayed a hippodrome vaudeville, high diving and military review lasting from 1:00 P.M. until 11:00 P.M. This was enlarged by over forty tents of shows of every sort. The usual races were intersperced in the program on the track.

Within a radius of thirty miles of Baltimore are such race tracks as Havre de Grass, Belaire, Tirnonium, Pimlico, Upper Marlboro, Boise. Some of these race one day each week; the larger ones thirty days each spring and fall. The state and county get a percentage of proceeds at gate and Par Mutual Betting table often $6000 per day, and frequently more. It is as much as one's life is worth to try to drive on leading roads to and from these races during race weeks. Maryland and joining states are pleasure bound with races, fox hunts, sport horse shows and steeple chases. It is not a well regulated family if several members have not fallen off a horse and have one or more broken experience.

Your writer in person has seen the growth of the Illinois fair from the small grove or timber fair to county, local and state fair; from there to the old Fat Stock Show at Lake Front; and then the present climax, the International Livestock Show. Nothing I could say or suggest would improve it. I am glad I had the opportunity for almost a half of last century and over one-third of this century to help improve horses from the time the average horse on the levies at Peoria, St. Louis, Cincinnati, and Louisville weighed 1200 to 1300 pounds to the time when even on bread and milk wagons the horse frequently weighs 1600 pounds; and breeding animals from 1750 pounds to 2300 pounds with the largest as shown at Century of Progress, 1932, weighing 2750 pounds, and still growing strong.

## Percheron-Norman Controversy

With the early importations bought in Perce in 1875 there later grew an idea that only in Perche could be found pure specimens of a breed of horses called Percherons, not called Percherons on account of being bred in the country of Perche which has no definite boundary, any more than Egypt in Illinois has. Everyone in Illinois knows that Egypt is the south end of Illinois but can not tell when he enters Egypt. So with Perche, there is no doubt that there has for over a century been a breed or at least a lot of draft horse breeding in this locality, as we seen under the heading "The History of the Percheron Horse", Desarme 538, Percheron draft color bay, long tail, and others most all gray.

While Mr. Walters of Baltimore bought several horses somewhere in France and during his research for interesting articles for his museum later donated to the City of Baltimore,he came across a book, "The Percheron Horse by Charles Du Hay or Du Hayes" who formerly was Mastor of the Horse under Napoleon, which to Mr. Du Hayes seemed authority. Charles Du Hayes was a military man with no great love for draft animals and has tried to convey the idea that all Percherons were descended from Arabian blood brought from the east. He was interested in army horses and two or three Arabian horses were kept at the stable at La Pin, weighing 1000 pounds or more. On page 28 translated in 1868 but originally printed at an earlier date he said, "It would be very difficult, if not impossible to find there at the present moment, a Percheron completely free from mixture of foreign blood."

Along about 1876 there were several meetings called in Chicago and Peoria and attended by most of the importers of French horses. With the distribution of the translation of Charles Du Hayes' book there was a split among the members into two factions, one known as the Dunham faction, the other as the Dillon faction. The discussion was not confined entirely to the two greatest firms then interested but was entered into by nearly every importer in the several middle states.

The Dunham faction contended that only horses from Perche were pure-bred and entitled to enter the proposed Stud Book. While the opposing faction contended that all draft horses in the several breeding regions of France were of one common origin, differing in localities as different horses were needed, and that all horses imported from France were eligible to entry in the same Stud Book. Mr. Dunham and his followers alike with the Dillons and their followers bought all their horses previous to 1875 in Normandy or of city dealers in Paris and Rouen and advertised in papers and catalogs as Norman horses. At an earlier meeting Ellis Dillon was elected president and J. H. Sanders secretary, and there was harmony prevailing. The secretary was ordered to compile names and particulars of horses already imported and print Vol. 1 of Norman Stud Book, which was done and necessitated a second volume.

Had the matter from this period or date been wholly managed by importers, harmony would have prevailed. But Mr. Sanders proceeded with the second volume and without orders from the organization gave the title Percheron-Norman to Vol. II.

When ready for publication Mr. Sanders came to the office of E. Dillon & Company in Bloomington and proposed, "If you will advance $500 to help print this Vol. II, I will allow E. Dillon & Company the exclusive right to insert pictures and advertising matter." (In Vol. II.)

This aroused the indignation of the Dillons and Levi told Sanders, "This is no Dillon Book nor Dunham Book and surely not a Sanders Book but a book for every breeder", and he probably said more. Ellis Dillon, the president, did not clear the situation. Isaiah proposed, subject to the approval of Ellis and Levi, for Mr. Sanders to go to M. W. Dunham and solicit from him any number of pages he wanted for pictures, etc., and they, Dillons, would take a similar number at the same price as soon as they saw the cancelled check paying for them, and in case Dunham would not take any, he, Sanders, was to sell all he could to other members and we, Dillons, would take a like number. The book was published and only Dunham's pictures were included. At a later meeting following discussion, the name Norman was abandoned, causing a split that made two distinct organizations, the French Draft Association and the Percheron Society of America, with the same horses often recorded in both books.

This contention was carried to several State Boards of Agriculture when one faction insisted on a separate class for prizes allowing only imported horses registered in Percheron Stud Book of France and their American descendants in the American Book eligible for entry. Thus disqualifying all horses imported previous to 1875 and they to be known as grades or other names as may be needed, giving prominence to men who had horses registered in the French Books, making such men as James A. Perry, John Virgin, Eli Hodgson, Ed Hodgson, George Stubblefield, J. H. Sanders himself, with ten Dillons, Dunham, and all others who purchased horses not registered in the French Book, as traders, reckless buyers, on a par with David Haram. Many horses bought and registered in French Books were bought by Perche dealers many miles from Perche then brought inside of region of Perche and were Percheronized to be sold later as Percherons. One item alone is enough to illustrate this. Mr. Periot, a Percheron dealer of Nogent, bought a black horse from Nevar region one hundred miles south of Nogent outside the imaginary boundary of Perche, and had him registered in the Percheron Book. Later he bought an older horse at Evereau, 125 miles northwest of Nogent, and registered him in the same book with a number much larger than the previous black horse. Then it was discovered the old horse was the sire of the younger black horse. Probably the aged horse recognized his son on sight.

The controversy was carried so far as to complicate matters with the Illinois State Fair organization to the extent that the owners of the super-bred Percherons petitioned the Board to make separate class for the horses registered in the French Percheron Book and another one for the horses registered in the Goulagnais and other horses not recorded in French Percherons. This would intimate that all others were of grade breeding and that would include all horses imported previous to 1883, the year the first Percheron Book of France was organized.

At a meeting called Jan. 4, 1888, by the Illinois State Board of Agriculture the matter of offering two lists of prizes for these French horses was discussed. The faction petitioning for a separate class for Registered Percheron horses was led by members of the Percheron Society of America, S. D. Thompson, sec'y., T. W. Palmer, president. The opposing side was presented by C. E. Stubbs of Iowa, J. S. H. Jordan of Iowa, W. D. Strawn of Illinois, and I. Dillon of Illinois. Following the debate the Board formed a committee of Samuel Dysart, president, John P. Reynolds and Edward C. Leases to further investigate and decide if all breeds of French draft horses were one and the same or if sufficient difference existed to warrant two classes at the Illinois State Fair. This committee fully

studied the book written by Charles Du Hayes and the translation of the same and by writing a uniform set of questions to Eugene Tisserand, Director of Agriculture of France, Marquis de Dampiere, president of Agriculture in France, Viscount de la Motte Rouge, inspector of studs, Charles Du Hayes, Master of Horse under Napoleon. All these were answered and the report was that while there may be local names for horses in different parts of France, the often mingling of horses in France, they are for all purposes of the same origin.

From the interpreted copy of Charles Du Hayes' book on page 28, we find, "It would be very difficult, if not impossible, to find there (in Perche) at the present moment, a Percheron completely free from mixture of foreign blood".

From the report of this committee the Board decided to make only one class for said horses and the same action was adopted by the Iowa Board of Agriculture and other states.

Range Breeding

One of the activities of my life was "home on the range". In 1883 there was formed at Albany, Texas, the Northwest Texas Horse Association. The enterprise was a consolidation of owners of horses on open range 140 miles west of Fort Worth, Texas, owners of many sections of land and village properties. These people incorporated a stock company. The properties were turned in our corporation and stock given in exchange. We were invited to contribute stallions as well. With this enterprise there were about 20,000 acres, city property for headquarters, and about 3750 wild and semi-wild horses. The object was to cross these range mares with graded and full-blooded stallions and produce work horses weighing 1100 to 1400 pounds, suitable for street cars, city wagon horses for city work, and for southern plantations. Had this begun earlier the enterprise would have been a bonanza, but with eighteen months of drought we lost many of our first two crops of colts and some older ones. About the time we should have horses to supply the street car demand, which in the United States was 2,500,000 horses to be replaced by 500,000 per annum, we list this trade but for the same reason 200,000 cheap horses were thrown on the market. It was our idea to sell the horses as two and three-year-olds to farmers who would break and use them. (We could sell at a profit of $40). They in turn work them two years and sell for $100 to $125. With this obstacle and the introducing of tractors, automobiles, and advance machinery the horse population was reduced from 23,000,000 horses to about 9,000,000.

I was made a director of the company and spent portions of five years riding in a $40 saddle on a ten dollar horse out on the range. We sent about 30 stallions from our farm and sale barn to Texas. It was a good opportunity to rid our herd of several undesirable animals. To convert these barn-bred horses back to nature on the open range is quite an experience. To do this a corral or yard was filled with mares, and the stallions of the range excluded, then our stallions were turned into the corral. Soon they began to select a number of mares, each forming what is known on the range as a caviyard. A range stallion is prized by the number of mares he keeps in his caviyard, some eight or ten, some forty or fifty. The next morning these horses were turned out in a fenced pasture, later on open range, and bid goodbye until fall round-up.

These several bands may scatter over a territory 75 by 100 miles. Each stallion cares for and herds his caviyard, keeping other stallions away. The method of fighting among stallions is to rear up on the hind legs, strike the adversary on the back or head with his front feet, or as he passes the other he may kick him or bite him on the neck. In biting he uses his two sharp canine teeth. Mares don't have these teeth. By biting on top of the neck these two sharp teeth may sever the spinal cord and a horse so bitten can not afterward raise his head higher than his back, which renders him useless as a herding horse. In selecting his mares they are sometimes followed by her family. Often a mare may be followed by her one-year-old or two-year-old colt. When they are fillies they remain in the herd, but if stallions they are driven out to start their own herd.

During the round-up in our case and on account of our owning a large portion of the range horses, we supplied grub-wagon and team feed for all. Men who have a few horses on the range send a man along as helper and to protect his interests. Every man furnishes one horse. He must be well broken for saddle work. At night he is staked near camp and is known as a stake horse. He is for emergency use at night and to round up hobbled

horses half broken to ride the next day. We used twelve to fifteen men, sometimes out for weeks. Horses are gathered at various corrals, the colts branded, and those for sale put in a bunch and driven to home pasture and the others turned loose again.

At our home in Illinois two brothers and I sold about 1000 of these western horses, some from our own brand and some from Nevada and Montana. These western horses shipped to Illinois were usually broken and when they were young and bought by good horsemen became good and useful animals.

No one fully knows horse nature until he handles some range raised horses. Our experience selling, trading and breaking these one thousand horses would make David Harum's book look like thirty cents.

The cross of those Texas range mares, some of which were the cross of earlier mares with saddle stallions, trotting stallions, and other derivations, weighed about 1000 pounds and these again crossed on grade draft stallions produced a good, cheap class of horses, especially if they were broken young and were in the hands of good horsemen. From the farms in Illinois where these horses were broken they drifted to cities. I saw quite a lot of them on streets in Chicago as livery horses, on grocery wagons, and on light express wagons. A pair we had shipped in from Montana and sold near Bloomington were seen ten years later used as white hearse pair,having snow white skin and color. The owner was very proud of them and was very much surprised to learn they were western branded. horses. For five years he had failed to see the brand until I showed it to him. Previously he assured me they were Arabians bred in McLean County, Illinois. In other cases they were in good favor. Another pair of yellow horses with long manes and tails were used on J. W. Bowles' medicine wagon several years on street concert trips through Illinois, Iowa, Missouri, Indiana and Ohio. They made perfect farm horses of 1300 pounds and in a few cases when they were a little too light an extra team could help them. Your writer has used all kinds of horses on farms, from four-horse teams on plows, harrows using four purebred Percheron mares averaging 2000 pounds. These teams were preferred for very heavy work but were out of place in light cultivating and truck patch work. To do light work with a ton mare is like using a five-ton truck to go to church Sunday morning for it is unnecessary waste of energy.

## The Range Rider's Dream

Last night as I lay on the prairie
And looked at the stars in the sky,
I wondered if ever a cowboy
Could drift to the sweet by and by.

The road to that bright, happy region
Is a dim narrow trail, so they say;
But the road that leads to perdition
Is posted and blazed all the way.

They say there will be a great round-up,
And cowboys like dogees will stand
To be marked by the riders of judgment
Who are posted, and know every brand.

I know there'll be many a poor cowboy
Who'll be lost in that Grand Final Sail,
When he might have gone into green pasture
Had he known of the dim, narrow trail.

I'm scared that I'll be a stray yearling,
A maverack, unbranded on high,
That I'll be shot in the herd with the rangy stuff,
When the boss of the riders goes by.

But they say He'll never forget you,
That He knows every action and look,
So for safety you better get branded
With your name in the Great Tally Book.

- Author Unknown -

## With O. R. Gleason

For three winters I was with Prof. O. R. Gleason, the world's best authority on handling spoiled or vicious horses. We gave shows on fair grounds, ball parks, colosseums, and theater stages, giving lessons with these horses to teach men how to overcome bad habits of bad horses. If I learned only one thing from Prof. Gleason, I did learn that a horse has a single brain cell and can only think of one thing at a time. If a horse decides to sulk and lie down, by making him think of something else he may jump and start to run, even in harness or under saddle. If he is afraid of paper by the roadside or a flag, by teaching him the paper or flag won't hurt him, he will walk over the paper or under the flag. We used several man-killing horses in our demonstrations.

## Breeding

In early days breeding was very primitive. Pioneers and early settlers were so interested in opening up their farms and were usually short of funds so that little attention was given to breeding. When my ancestors introduced draft stallions in Tazewell County, they were very little respected; they were more often ridiculed. A fair example is shown by the following narrative. It was customary for the Dillons to keep Old Louis Napoleon (earlier referred to) at their own home for spring service, but being persuaded by Eli Hodgson of Ottawa, a member of our family ancestry, to let him have the old horse for fall service. The first fall work was five mares, two from Aaron Hodgson and three from Eli Hodgson's farm. The next season he was returned to the Hodgson place. He arrived early one morning and during that day forty mares were brought and booked for service.

Many men would not pay the price of service as it was considered excessive. In that case, for good mares we frequently offered the owner $50 for colt at weaning time or bred free if we did not want the colt when we saw him. From this action we secured many colts that later sold for $100 to $2000 at breeding time. The neighbors said the Dillons did this to boost prices. That did not last very long. From those purchased before birth and those raised from our own large mares we had a lot of stallions. Many were farmed out on shares while young and maturing, later they were sold.

This sort of breeding kept up until 1873 when E. Dillon & Company imported three mares, Gertrude, Eureka and Joan of Arc. This began our purebred breeding. This was continued by annually importing and occasionally selling until our herd numbered over 100 mares. For years we still retained some of our best graded mares, some so well bred they were 63/64 pure blood and it was impossible for strangers to select them from imported mares. All this time we continued buying from our patrons good stallions, two years old, for $225 to $250, selling them a little later for $800 to $1000 and earnestly hoped for the day to arrive when two to four pure blood mares might be on many farms so we could buy their produce instead of importing. At the beginning of the present economic depression our hope had materially come true. The desire for home breeding caused the Dillons to have over 100 mares. M. W. Dunham and Daniel Dunham, Singmaster, Avory, J. H. Funk, B. T. Babbit, S. N. King, Horace Messenger, Papst, and Killogue were breeders of herds of 50 to 100 each. From these expert breeders it is demonstrated that a greater percentage of colts will prevail when mares are in smaller numbers than in excessive large bands.

Selecting brood mares is a lot of food for reflection and subject to various interpretations. For a man of ample means it is a hobby or semi-pleasure; He wants to outclass competitors usually in the show ring and must have the very best. Whether he buys one or two-year-olds or fully developed mares, the cost will be about even, from $500 up.

Second: - One buying purely for profit can, with good judgment, buy those where life is half spent, seven to twelve years, but proven good breeders, raised more naturally and never overfed or pampered, for about one-half of the above price and probably as well bred. This will give twice as many colts and probably more, which is double income. I have in mind today eight mares probably in a corn field all day, digging feed and grass from under eight inches of snow, eight to eleven years old, 1700 pounds and would fatten up to 2000 pounds, price $300 each, all black or gray, all

regular breeders but not in show shape and never were, not taking much work in acclimating them as they are familiar with work and hardhip. If bought, the new owner would have four good teams for spring work. Many more of the same kind may be found.

Third: - Many buyers want to buy young mares to insure having the full use of their lives and are looking for fillies one and two years old. If one such prospective buyer will make a six year chart assuming 100 per cent breeding, he will find that in six years he will have two and one-half times as much produce from two mares seven or eight years old or over than if he had bought two mares two years old, and if the two old mares die after six years, there will be less loss on each by death than the loss by depreciation in value of the two young mares.

The same is true in buying stallions. Good two, three or four year old stallions are worth from $800 to $2500 even today and will depreciate in value so when he is eight or ten years old he will be worth about $500 and then you will want to exchange him after five years' service. Now if, instead of buying the above, one would buy a stallion of 8 to 12 years old for $400 or $500 and use him five more years, he will be worth $200 to $300 and the owner will have less depreciation in cash, even with death or sale.

I have in mind one twelve year old horse that cost $1200 when two years old. Now at twelve years he can be bought for $250 and has been on one farm in Tazewell County, Illinois, ever since he was two years old. When a stallion stays on the same farm ten years in central Illinois it is positive proof he is a good breeder.

In 1873 we imported a mare, Gertrude, from Normandy, France. In 1875 we imported another mare, Bouquet, from La Perche, France. From these two mares we raised and saw developed under our observation 64 colts, mostly mares, besides selling several horse colts early. The mares weighed over a ton each and those we developed from them averaged over a ton. We imported Bouquet in 1875 and Gertrude in 1873 and never sold a filly from them until 1889. In 1881 I selected and imported 15 weanling fillies. When at nine years of age, seven of these fillies had raised to useful age or sold seven colts each.

Along with breeding good stock it is well to remember that good stock is 40 percent breeding and 60 percent feeding. In many places today it is plainly shown that our previous good breeding lines are reduced in quality during the past 25 years from the poor feeding to the point where it will take two or three generations of both breeding and feeding to return the animals to the equal of their ancestors two or three generations ago.

Bouquet
Foaled 1870 - Imported 1875

The following are names of descendants of Bouquet that have been developed by us (Dillon Bros.) or under our observation. Many were sold early and not followed up.

| | Name | Sire | Dam | Pounds |
|---|---|---|---|---|
| 1875 | Odinet | In France | Bouquet | 2050 |
| 1876 | Evalena | Tacheau | Bouquet | 2100 |
| 1877 | Excelsior | St. Laurent | Bouquet | 2100 |
| 1879 | Lorelia | Loiret | Evalena | 2000 |
| 1880 | Leisure B | St. Laurent | Evalena | 2100 |
| 1881 | Little Pearl | St. Laurent | Bouquet | 2050 |
| 1881 | Alpha B | Sarthe | Evalena | 1950 |
| 1882 | Fresno 2727 | AuFair | Little Pearl | 1900 |
| 1883 | Honesty B | AuFair | Bouquet | 1900 |
| 1884 | Lillie B | Heno | Alpha | 1850 |
| 1884 | Mailstrom B | Leisure B | | |
| 1881 | Coco B | Sarthe | Bouquet | 2100 |
| 1885 | Lorengo B | Extrador | Evalena B | 2050 |
| 1884 | Minnie B | Heno | Evalena | 2000 |
| 1886 | Otto 5092 | Extrador | Little Pearl | 2000 |
| 1886 | Ostrone 4101 | Extrador | Little Pearl | 1950 |
| 1887 | Metta 5085 | Extrador | Minnie B | 1900 |
| 1888 | Bingo B 8086 | Extrador | Bouquet | 2000 |
| 1889 | Baccaral 7714 | Pippilon | Bouquet | 2000 |
| 1907 | Monte | | Landora 27579 | 2000 |
| 1897 | Leslie B | | | |
| 189- | Melissa B | Extrador | Estella B 6208 | |
| | Eldora 13509 | Extrador | Evalena | |
| 1890 | Edna 9944 | Extrador | Evalena | |

## Progeny of Gertrude

Imported 1873

| | Name | Sire | Dam | Pounds |
|---|---|---|---|---|
| 1874 | Died | St. Laurent | Gertrude | |
| 1875 | Avalanch | St. Laurent | Gertrude | 2000 |
| 1876 | Modesty G | St. Laurent | Gertrude | 2050 |
| 1878 | Augerone | St. Laurent | Gertrude | 2350 |
| 1879 | Vimeux | St. Laurent | Gertrude | 2100 |
| 1880 | Levern | St. Laurent | Gertrude | 2050 |
| 1883 | Bonus | Dudee | Gertrude | 1900 |
| 1881 | Died | | | |
| 1884 | Anna G | Suitor | Lorcillo | 1950 |
| 1883 | Leslie G | Dudee | Loirelie | 1950 |
| 1880 | Loirelie | Loiret | Modesty | 2000 |
| 1885 | Norma G | Extrador | Loirelie | 2000 |
| 1888 | Acche 6580 | Extrador | Loirelie | 1950 |
| 1887 | Bantom 5713 | Extrador | Loirelie | |
| 1884 | Surprise 2690 | Leisure | Gertrude | 2000 |
| 1889 | Modessa B 7709 | Extrador | Modesty | 1900 |
| 1890 | Roda G 7718 | Pappilon | Roxy G 4108 | 1900 |
| 1886 | Roxy G 4108 | Extrador | Anna G 7710 | 1950 |
| 1889 | Rosanna 7713 | Pappilon | Anna G 7710 | 1950 |
| 1890 | Annora 7710 | Fils de Dominant | Anna G | 1900 |
| | Roxy II | Fils de Dominant | Roxy | 1900 |
| | Fills de Nora | Fils de Dominant | Nora | 1900 |
| 1904 | Roxer G | Cash | Roxy G | |
| 1903 | Landora | Fils de Dominant | | |
| | Monte G 14366 | Dave P 14361 | Medoria | |
| | Medora | Record unfound | | |
| | Monte G | Dave P | Medora | |
| | Extrador II 31007 | Dave P | Modesty | |
| | Della 3160 | Landora | Minnie B | |
| | Nora 40270 P | Fils de Dominant | Anna G | |
| | Charetta 20905 | Carnot 15243 | Alice | |

## Combination Sales

The time comes to all breeders when they must sell. To some breeders early in life is the most profitable time to sell. Often following weaning time is a good date for selling. Those in different environments can successfully feed a year longer. In case a breeder has too many brood mares, if he matures all of them, he is overcrowded and the stock business overruns the farming department and he will be like the dog whose tail was so large it wagged the dog. It takes publicity work to sell and salesmanship to complete the deal. For the breeder to actually know prices he must know what similar horses are selling for and must know what must be paid or is being paid for horses similar to his. This knowledge is not learned on his farm alone. There is no staple and established price for horses but is question of sellers and buyers being brought into contact. Try for yourself on a list of a dozen farmers with one to five two year old stallions. Write each of them for description and price. The answers and descriptions will all be alike but on visiting their barns they are far different from others personally, and as to prices, well you simply won't get them. Your answer will be, "I would be glad to show you my herd", or else they will say or have a card printed, "No prices quoted by mail".

In 1889 we were overstocked with mares and had several stallions for sale. We conceived a plan and named it "A Combination Breeders' Sale". We solicited our neighbors and patrons to consign their horses and we would catalogue them and a like number of our own. The idea was to make the sale commission pay the expense of the sale and pay our cost of selling our own. We received consignment of 25 head of horses, all from within twenty-five miles of our barn. The sales so made were within fifty miles. It was a small but successful venture. The following spring we repeated the sale and had over 100 consigned. Many of those horses came from Illinois, Iowa, Indiana, and Minnesota and were sold into several states. We continued for five sales in all, selling about 600 animals and were sold out.

Following this, Wm. Hurt & Son took up the work to reduce their overstock for two sales. We used a tent 100 feet wide and 150 feet long to stable 65 mares in and the morning of sale found a foot of snow had fallen and the canvas was all down under the horses, trampled in snow. A similar experience at Mr. Hurt's sale taught us to have no more sales without permanent buildings. The demand for these sales encouraged us to hold them in Bloomington. We rented every livery, feed barn, and wagon yard for stabling horses and rented the colosseum for sale room, costing $1000 per sale, continuing for eighteen sales. We had a capacity for 500 horses and in these sales we sold nearly 5000 horses. The following year all barns and yards were converted to garages causing a shutdown of one of the best horse activities Illinois ever had. Your writer was superintendent of horses and so skillfully handled this various assortment of animals that of the entire lot, with two exceptions, was ready to sell when called. We had horses to suit every call from weanlings to twenty-year-olds. All the buyer had to do was pay $5 more than the previous bidder and get his horse. Some buyers wanted stallions to turn out on range. Some were limited to $200, some $400. This was a grand outlet for low grades of both crossbred and purebred stallions and a good market to clean up on. While other buyers wanted all classes up to 2300 pounds and up to perfect formation. The sale was topped at $2500. Our best regular buyers bought thin horses to

sell at next sale in good market shape. Others bought their horses to feed for next sale or young animals in the spring to feed for autumn sale.

One man imported a load of eighteen Percheron mares and a load of Belgian mares direct to the sale, unloaded on Sunday night, and was sold out by Wednesday evening and was pleased with the sale of them. A sale of this kind is now needed in each state where stable facilities are to be had. I would be glad to assist in organizing one on request.

The financial crisis of 1893, 1907, 1921, did not affect the sale as some men were anxious to sell before the bottom fell out and others wanted to buy on falling market for future development.

Bunk

There has been more bunk about Percheron purity, Percheron pedigrees, Percheron origin, etc. than almost any other livestock industry. It comes largely from a translation of Charles du Hays' work on Percheron Horse History, translated by Orange Judd & Co., New York. Mr. Du Hays was a French warrior whose horse industry related only to army horses with no especial interest in draft or work horses. He streeses Arabian blood as one of the elements in the Percheron horses. He says:

Page 8 - "and then spreading itself over all France."

Page 11 - "At the present time encloses in the center of four departments, Orne, Every & Loir, Lair, & Cher."

Page 16 - "We cannot, however, find in history the written positive proof that the Percheron is an Arab."

Page 20 - "The Percheron must have been especially modified by contact with the breed of Brittany." (Brittany lies along the west of France many miles from Perche.)

Page 20 - "The arrival of the Danish and English stallions at the stud stable of La Pin put an unfortunate end to the influence of the Arab horse in Perche."

Page 21 - Speaking of bringing into Perche of mares from Brittany, "But the mares from Picardy, from Caux, and from Bologne - the races from the north, what can be said of them?"

Page 30 - Stallions from Brittany, Picardy, Cauca, Bologne - "the change was so rapid, that today in many places there does not remain the slightest trace of genuine Percheron blood."

Page 53 - "For the horse is as much and more the son of the soil upon which he is foaled and reared as he is of his sire and dam." This last quotation is in capital letters.

In the 100 pages of this translation more time and space is used to show and explain the mingling of various French, English and Danish horses, both mares and stallions, than in proof of purity or judicious breeding in France.

Leaving the translated book of Charles du Hays and transferring to the History of the Percheron Horse by Breeder's Gazette, which is the Literary Digest of American Percheron breeders, we continue:

Page 181 - "Resolved, that in the opinion of this meeting the Picard horse, the Bologne horse, the Percheron horse, the Normandy horse are essentially the same race or breed and should be designated as the Norman horse."

The resolution was made by James A. Perry and unanimously adopted. At that time there were not many importers in Illinois, but such as M. W. Dunham, Ellis Dillon, Isaiah L. Owen, Prichard, J. H. Sanders of Illinois, and Simon Ruble of Wisconsin were present. The above resolution was passed after some formal talk. To finance the organization E. Dillon & Company advanced a reasonable amount of cash, about $1000, which was later repaid to them. Mr. J. H. Sanders proceeded with the editing of Vol. I Norman Stud Book of 145 pages. This was soon exhausted when Mr. J. H. Sanders proceeded with the second volume, using the title Percheron-Norman of his own choice, not the name Norman as per resolution above referred to. Later there was heated debate over the name, causing two factions known as the Dillon faction which insisted on the name Norman as used by all the above named men including M. W. Dunham and J. H. Sanders, and the Dunham faction which wanted the name Norman dropped and Percheron used. Had Mr. Sanders

dropped out of the affair, as he was a very small importer, and the matter discussed only with importers who had thousands of dollars invested, the controversy never would have arisen and harmony would have prevailed as previously and during the last fifty years as it is now.

The name Percheron was used after reading the interpreted book of Charles du Hays above referred to and anyone competent to read should have arrived at the conclusion that draft horses in France were of one common origin and in no way concerned with Arabs. To try to increase the size of draft qualities of the then large horses by crossing with 900-pound Arabs would be like crossing a bramah hen of seven pounds with a Bantam rooster of one and one-half pounds to produce a larger breed of chickens. Of all the men who attended those meetings of 1876 and 1887, if there is anyone beside myself living March 1, 1936, I would like to know it.

When Mr. J. H. Sanders had the copy ready for Vol. II he came to the Dillon office on East Street in Bloomington for more money to complete the printing. He proposed that if we, the Dillons, would supply funds (he must have thought we looked like suckers) he would make the following proposition:

If we would supply funds he would give us, the Dillons, the exclusive right to insert pictures and advertisements in the book. Just then Uncle Ellis blew up and said, "Mr. Sanders!!! This is not a Dillon book, nor a Dunham book, and surely not a Sanders book, but a book for all American breeders of French horses." Levi made similar remarks I do not recall. Isaiah then spoke up by saying, "Sanders!!! You go back and see Mark Dunham and sell him all the pages you can and we will take a like number at the same price as soon as we see the cancelled check from Mark Dunham, but the name Percheron must be left off and only Norman used. If Mark Dunham will not take any, you go to as many other importers as you wish and sell all the pages you can and we will take as many pages as all others at the same price."

When Volume II came out it had plenty of Dunham pictures and no one else's pictures, and the title was Percheron-Norman, contrary to the unanimous vote of the organization.

Page 152 - History of the Percheron Horse. "This was St. Laurent 435 Imported by E. Dillon & Company, foaled in 1866 and said to have weighed nearly 2,400 pounds. He was loosely put together and a somewhat uncertain getter, but there is no question as to his mastodonic size."

St. Laurent may have been "loosely put together" but he stayed put together for over 20 years and must not have been an uncertain breeder (from our catalog 1882) and he lived long afterward. We sold of our own breeding from him over $27,000 and collected for service up to January 1882 $23,060, and had stock on hand worth $44,000, a total of $94,000, to say nothing of many of his colts which our neighbors sold after paying $23,000 service fees. It is safe to say he left in McLean County over $200,000. He was never beaten in a show when he showed with five colts. His colts won prizes at all large shows, except Centennial in 1876 where he did not show, from Buffalo, New York to the Mississippi River and from Minneapolis on the north to the Cotton Centennial at New Orleans in 1885. Some of this is taken from the History of the Percheron Horse, copyrighted by Sanders Publishing Company, and compiled under the personal direction of Alvin Howard Sanders, D. Agr. Lld. Mr. Sanders did not compile St. Laurent's cash income nor premium collections.

St. Laurent may have been loosely put together but his colts were well put together, some remained put together as he did from 20 years to

32 years. Noted among them are Leisure B that lived 18 years and sold for $5500. He was well put together; and Modesty G that lived 17 or more years. When M. W. Dunham wanted a mare to beat Modesty G at the Cotton Centennial in New Orleans he showed her to Leonard Johnson, his French buyer, and told him to buy one in France to beat her. Mr. Johnson said, "She can't be beat in France and if you do beat her, it must be with a mare bred in America." Modesty G secured first prize and sweepstakes at that show. So she was put together about right.

St. Laurent's produce stood work. Mr. F. Basting near Bloomington raised a black gelding from him that at four years old weighed over 1,900 pounds, sold him to I. H. Light, a horse buyer, who shipped him to Chicago. There Newgas & Son, commission men, sold him to E. Burk Transfer Company, who used him on a four-horse team 20 years for Corbin & Mays Company, wholesale grocers, on their sugar and salt wagons, down town, always on cobblestone streets. At the age of 24 years he was transferred to Phelps, Dodge, & Palmer boot and shoe dealer wagon for lighter work and did service four years when he was retired to a farm near Chicago and lived five years more. He died at 32 years of age. I saw him when 27 years old and his feet would hold a shoe as good as ever. He was in the first six-horse team showed in Chicago that year the Fat Stock Show was held at Tattersell Building on 16th Street. So some of his colts were put together.

Page 266 - "The Dillons were good advertisers and were appreciative of value of showing exhibitions." "The extremely hot pace set by Mark W. Dunham, W. L. Elwood, Leonard Johnson, and H. A. Briggs shut the Dillons out of the prize list at most important shows as far as stallions were concerned."

This is quite a joke. We never showed against Mr. Leonard Johnson, Mr. W. E. Elwood, nor Mr. H. A. Briggs, and only two times against Mark W. Dunham, once at Milwaukee, Wisconsin, where we each had exactly equal numbers of ribbons Thursday evening and on Friday we won on horse and five colts; the other time was at the New Orleans Cotton Centennial in 1885 where we won 32 prizes and Mark Dunham won less than 10; that does not look like a very hot pace to shut us out. At this last show we had only one entry, Leisure B, in a class where Mr. Dunham had nearly twenty entries, many of them sold for $3000 up to $4000 or more, Brilliant, Caesar, Confident, Avata & Ed. While we were placed in fifth place we were in good $3000 to $4500 society, and on returning home we sold Leisure B for $5500. I must admit it was a hot pace but we had a three to one shot and some of St. Laurent's colts were not loosely put together.

Page 166 - "They (Dillons) were not particular, however, to hold strictly to Percheron type and bought many useful horses of other derivations."

It was in 1875 that Dillons discovered Perche and was the first firm ever to invade Perche and buy there for American trade, and from that day in 1875, we Dillons bought eight horses from M. Pegash near Rouen where Dunham and Dillons and every other importer had previously bought. We bought good horses from Mr. Pegash in 1870 and continued to buy of him until his death, but from 1875 and during our later career never bought outside of Perche except as above stated. For Alvin Howard Sanders, D. Agr. Lld., who is not and never was a horseman, but as later known, a brain truster, to criticize Dillons of four generations as horse breeders is just too bad.

Page 345 - Speaking of Mr. Avery's off-colors, "The off-colors were clearly due to the dams, however, as ten out of eleven off-colored colts

were out of top-cross mares he bought of the Dillons in 1878. The sorrel and bay colors were so strongly fixed in these dams that not even Brilliant 3d's remarkable prepotency could not entirely offset it."

The grade mares, five in number, were bought on Adolphus Dillon's farm, all one year old, one bay, two black, two gray. On that farm since 1865 up to 1878 and later there never was bred any color mare except gray, black, and bay. In one case from a red-gray stallion, Rouen, one strawberry roan was raised and sold early. I know personally every color on that farm, no sorrel, yellow spotted, bald face, glass eye, white feet above pastern joint. All mares that raised these colts were from Old Louis Napoleon or his sons or daughters. Sometimes in early days Old Louis Napoleon's fillies were inbred to him. Every stallion used previous to 1858 when wo began using Old Louis Napoleon was black, bay or gray. From no mare Mr. Avery bought could he get more objectionable color than a bay and that was no objection to him for he lamented the fact that he could get no more bays. He further favored bay as shown by his paying $1000 at the time he bought the fillies for Quimper, a seven months old bay stallion from Favorite, gray, and Mace, and an imported gray mare. One time on Mr. Dunham's farm I saw sorrel colts of Brilliant breeding. Mr. Dunham sold a sorrel colt to Horace Messenger of Lockport, Illinois, that sired several sorrel colts. The horse he sold to Mr. Messenger was from Pink Brilliant. So Mr. Avery got his sorrels from a Brilliant cross, he bought of M. W. Dunham not from Dillon's grade mares.

Speaking of colors, it is well to say that since 1865 on 10 of our farms we never had a colt of any color except bay, black, or gray with the exception of in 1871. When in 1870 we imported St. Laurent, Rouen, Paris, and Mahomit, we never intended to do any more importing. We sold Paris and Mahomit for about enough to pay for all four, two we reserved for our own breeding. We used Rouen very heavy the first year and were disgusted the following year to have two strawberry roan stallions, two strawberry roan mares, five red roans, and one blue roan mare. With that lot staring us in the face we put Rouen on the bargain counter for the first man who came along. Soon he came and was delighted with the colt and wanted him and he was accommodated to the tune of $5,000 and the roan colts sold for good price readily.

## A Sad Happening

One of our trips was marred by an occurrence which probably no other importer experienced. In 1883 our party consisted of eight, my brother Melvin and I with our wives together with two of Uncle Levi's daughters with their husbands, James C. Duncan and John Harding. We decided to combine a pleasure trip with business. Two couples had been married a few years and two of us a few months. Most of us experienced the usual sickness on board the ship with no serious results. But later Mrs. Ida Harding became sick and was confined to her room at La Havre where we were to embark for home. So serious was her illness that she could not return as was hoped with the party. This caused her husband, my wife and I to remain with her. It was a sad breaking up of a happy party. A few days later she died and we buried her in a high country overlooking the sea toward home.

"She died and they parted her soft sunny hair
On the brow that death had left so fair,
And buried her on a hill, no more to roam,
Looking across the sea toward her old home."

Mr. Brown, a resident of La Havre, a member of the horse importing firm of Virgin & Brown, Fairbury, Illinois, and United States Ambassador to France, on hearing of our condition came and were of much comfort to us and will long be remembered. Such was the sad ending, as we returned home with one of our party missing, of a belated honeymoon trip.

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## News of a Tragedy

In 1882 father and I were in Paris while waiting for the date of shipping room. Father was sick in a hotel for several days. The landlady, who could not speak English (I do not know her name), was very kind to us. One morning there was a fast and furious knocking at our door. I hastened to learn the cause. The landlady was very much excited and did her best to tell us something in French. She said "President Garfield il a mort. Bang! Bang!" She said it several times. I interpreted it that President Garfield was shot. Her actions spoke louder than her words. All I could get was "Garfield dead, shot". That was enough. I rushed down to the Paris office of an American paper only to see the Stars and Stripes at half mast and a lot of excitement. I soon learned a full account of the tragedy and returned to advise father.

## Some Frenchmen We Met

It is well at this place in the narrative to pay respects to some of the people met in France and recall them.

One in particular was Christian Helfers with whom, on the first trip of Ellis and Levi Dillon in 1870, we became acquainted. During our importing activities he was our interpreter and business manager. He was a German by birth, located at Rouen buying horses for the German Government. Finally he located there permanently. His knowledge of the location of horses was of very much help to us. He spoke German and French fluently, but was a little short on English. His shortage on English was overbalanced by his superknowledge of horses and humanity; We depended on him for all general details, a great relief to us. In Ida's sickness, after the ship pulled off for New York, he came to the hotel hoping to bid us goodbye before returning to his home. He asked me how we were for ready cash. I said I had a little and would cable at night for more and at one o'clock the following day I would have plenty. He said, "Your expense will be much here. Don't wire for more yet." Here he gave me a small roll and promised more the next day, which he did give me. At Ida's death he was there and arranged details for everything. As he and I collected our bills we owed him $2000, he having paid everything. He suggested I should return that money when we returned next year and would take no note or receipt to be used in case of accident, etc. It is one event of my life that stands out prominently, to know that he would so completely trust me as he did, five thousand miles away from home among strangers.

I want to pay respect to Mr. A. Tacheau and other French dealers. With Mr. Tacheau we had dealings since 1875 and bought more horses of him than of any other dealer. The confidence between him and our organization is one to be long remembered. I remember in settling his account in one year we paid him over $50,000 in cold cash, not in checks or drafts as that method was not in use then. At one time he offered my brother and I twenty two-year-old stallions to take home and pay for when sold, so great was his confidence in us.

At that time Mr. Tacheau had a son, A. Tacheau, Jr., who just returned from school where he was learning the English language to further assist in the business. Later I met the son at the International Stock Show in Chicago. In our conversation I asked him how he liked our horses raised here, especially the mares. He used all the adjectives he knew, both English and French, to describe the good opinion he had of our mares. He said he would return next year and buy twenty mares, but the World War was raging and he did not come. In a letter later he wrote he was placed at Chartres as distributing agent of the government to secure and properly distribute the horses for the war, but as all young men had been sent to the front, he expected soon to be relieved and sent also. I learned later he was dead and with that ended the name of Tacheau among French people as Percheron breeders. He left no son to fill his place.

Sidelights

Many people visit foreign lands and do not see the outlook only as a vision, visiting large cities only a few days. To visit Paris a few days, Dauville, and Longchamp Races then come home and tell about France, would be like a Frenchman visiting the United States and being in New York a few days, then Chicago, Niagara Falls, and Yellowstone Park. That would give a very vague idea of the whole. A three or six day trip we took with Cook's Tourists with a hundred people in large sight-seeing busses carrying 30 people drawn by five small sized Percherons, now replaced with auto busses, with a good guide will give a visitor a good outdoor idea, seeing special buildings, parks, noted cathedrals, Versailles, River Seigne, etc., returning later for inside view. But France is not all in Paris. Real peasant life is in the country as seen by various horse buyers and gives another idea of France. Farming is largely done by women, plowing, harvesting and threshing also.

At the large slaughtering house one sees on the left side of the street a large bronze cowhead over an entrance, then a sheep head; on the opposite side of the street a hog head and a horse head, signifying the animal butchered there. Yes, horses are consumed there. Whenever I saw on the menu any kind of meat "a la carte" the cart suggested a horse cart and I passed it up. Sometimes "what the eye doesn't see the heart doesn't grieve." We occasionally visited Mr. Grunshau's place. He was quite a horse dealer, three hours by horse and cart east of Chartres in a sandy region, a good place to buy 1800 pound horses. He, being advised of our visit in advance, had his neighbors bring in 20 or 30 horses to be seen at one time. Mr. Grunshau would do no business until after dinner. We always had a dinner party with several guests there and a good dinner it was, several meats and wines of all sorts. On one occasion we had a squirrel dinner, of which my father was very fond. We called for a second helping, which pleased our hostess very much. So fond were we of the squirrel that I increased my French vocabulary by asking our interpreter the French name. He said "cachet", and to be sure I had it correct he soon saw a cat go through the room and showed it to me saying, "Alla la mam chos,"-when translated it is "Look! Look! The same thing." We were eating cat instead of squirrel. Later he showed me in the yard the skin of a white and a yellow cat.

While visiting or waiting in Paris Mr. Vidal, a large city dealer, invited us, Uncle Ellis Dillon, Uncle Eli Hodgson, my father, and me, to do to the Grand Opera House to a show, at that time one of the most noted opera houses, large enough for a full sized opera and hotel accommodations for the actors. We were shown all over the whole building, as very few were. Our seats were just behind the middle of the parquet. This portion of the house was reserved for the elite, or society, with men in full dress, long tailed coats, stiff bosoms, and silk hats. We were not so dressed, as we were dressed to go out and buy horses. The two older ones had blue serge suits, black broad-brimmed soft hats, and stiff bosom shirts, while father and I had gray suits and derby hats. Mr. Vidal was popular at operas and that permitted us as his guests to enter. We received a small applause in his honor. You can see how very unpleasant to sit there three hours and not understand a word that was said.

There are sights not every one sees in Paris; one is on a ride on "Centaur Railroad" around the city where one can see all outdoors of Paris

for two and a half francs or fifty cents, so we were told. For fear I would miss something I bit the bait. When I told father where I was going on Sunday morning, he wanted to go along. We entered the train at station Lazarre Depot. Leaving the station we found ourselves between two long rows of high houses. Then we traveled with a high wall on one side and cars on the other, then through a tunnel, after which we crossed the Seine River in an enclosed bridge. This continued for 30 miles, or two hours. It is used as a joke for strangers. This railroad connects all roads entering the city.

In riding from Rouen, two hours along the river there is a driveway some miles long of solid stone 100 feet wide with a background of white stone 30 or 40 feet high. This is dug out for houses of four or five rooms. The smoke chimney is drilled up to the top of the rock. Here people have lived since the 12th century.

This is a horse story, so I will get back in line.

In 1873 we imported a mare, Gertrude, and in 1875 another one, Bouquet. Gertrude was sold when about 17 years old. Bouquet died at 20 years of age. From these two we raised and developed over 64 of their descendants, averaging over one ton in weight, besides selling several horse colts earlier. More details earlier herein.

Some may ask how long a mare will breed. The most prolific mare we ever hadwas Delia, a half-blood from Old Louis Napoleon, who foaled her first colt at 23 months and her last one as 23 years and died the following year.

When the Fate of Percherons was Decided by a Poker Game

Again returning to Old Louis Napoleon for semi-ancient history, we find he was imported as a four-year-old in 1851; the next four years were spent in Ohio, where he was no favorite but played second part in David Harum episodes, and was traded around until he fell in the hands of A. P. Cushman, who moved him to Illinois. Even there he had comparatively few friends, and by more trading E. Dillon & Company became a half owner of him, which was the beginning of his popularity. In 1858, Mr. Cushman decided to move him to Kentucky, much to the displeasure of the Dillons, but having possession could do as he chose.

After a Sunday dinner the matter was discussed, and Isaiah Dillon, my father, said: "If I had $1000 I would go to Waynesville, where Mr. Cushman lived, and try to buy the horse, and if I did not succeed would go on to Kentucky and buy an imported English horse there." Uncle Ellis said he would get the money the following day and for father to be ready Tuesday morning. Tuesday he started for Waynesville, apparently to buy cattle, and on arrival stopped at the same tavern each day. For several days he rode in the country appearing as a cattle buyer, returning in the evening where a poker game was an evening occurrence. One evening Mr. Cushman became financially embarrassed and had to borrow $25.00 for chips, which was soon gone. Then he wanted to borrow $100. One man offered him $500 if he would give mortgage on the horse, which was refused. Giving father a friendly pat on the back, said: "Here is a man who paid me $1000 for half interest in him, and the first man placing $1000 on the table may have the other half." This called for several sarcastic remarks, all doubting the offer, but Cushman said, "My word is as good as my bond and as good as cash." At this time father laid ten $100 bills on the table and pushed them toward Mr. Cushman, who gave up the barn key and said: "Isaiah, I did not want to sell him, but if he is sold, I would rather see you have him than any one else. Take the key and feed him in the morning." A strange beginning for so great an industry whose records in March, 1935, showed a registration of 315,000 animals. Had father gone to Kentucky and secured an English horse, and advertised him as E. Dillon & Company advertised and broadcasted French horses, one man's guess is as good as another's, but the poker game settled it.

Over 20 years later Mr. Cushman, then living in Kansas, was returning from a visit to his old home in Ohio, and stopped in Bloomington to pay a visit to his old friends, the Dillons, and spent the night at our farm home telling tales of olden days, during which he said he needed a stallion to replace one he recently lost as a stallion would support his remaining days.

The next morning father took him to the barn and presented him with a two-year-old horse, a full brother to our great show mare, Modesty, and gave him a new halter, bridle, bushel of feed and hay. We loaded him out for Kansas, a very happy man.

A full story might be written on this topic.

In reflecting back to days of Percherons before the commercial activities of this breed, there occurred earlier in this narrative of a community exhibition of 112 horses being shown at the Illinois State Fair. This gigantic collection was from Tazewell County and McLean County, Illinois which caused much interest in horse circles.

At this fair W; J. Edwards, M. W. Dunham, James A. Perry, John Virgin, Eli Hodgson, Wilson Richmond, John Powell, Dr. Van Horback, several Dillons, M. Fisher, Thomas Starrett, and many more who might be named. All were

infatuated by the display to this topic of larger horses, and in a few years nearly every one of them became importers of horses from France and heavy horse breeding became active, and were the earlier importers of Illinois.

During the seventies and eighties of last century, I personally knew over 80 men who became importers or breeders or both, from this imported stock. From this long list I now recall only eleven men whose descendants are now following up the work. The present breeders names were scarcely known in early years.

All this does not indicate the business is run out. For in 1870 we see, from about 10 mares and 20 stallions of imported stock, there were known in the United States from this small number the Percheron records in Vol. XXIII published March 1, 1935, there are shown 215,000 animals recorded by this Association.

Beginning with the advent of electric and machine age, many farm boys turned to college work and became electricians and engineers, so real horsemen are as rare as the proverbial "hen's teeth".

An old time transfer man in Chicago recently told me one can find over a hundred good auto truck drivers before finding one good horse driver.

My brothers and I sold over 1000 head of wild and unbroken horses from the ranges of the west in a few years near Bloomington, Illinois. It would be impossible now to do it again. The rigid traffic laws give autoists right of way, and with this lack of knowledge of approaching half-broken horses that have no regard for traffic laws it became impossible to use any horse not fully broken on the road,and, again, a horse is never fully broken until he has had road work.

For many years I was associated with horses under many conditions of different horse dealers, from dealers in good horses to real Plug Dealers who traffic in half-worn-out horses down to killers. The latter dealers are necessary and are legitimate, honorable as any. But dealing in Plug Horses is a business of itself. With the disappearance of horses he was more hard hit and the auto and electric truck gave them a new calling, viz: secondhand car dealer, whose previous work fully qualified him for the latter work. These horse dealers seldom have a horse over eight years old, but a gray or white one was possibly ten years old. From them one can buy very cheap animals, but if the horse can't get to his new home the buyer can return him and pay $5 or $10 to boot and get another similar horse. The same is true of a secondhand car dealer. So well did I know these dealers I called them by their first name "partially because I could not pronounce the sir name, and when I did I sneezed."

Many of these dealers were equipped with barn room for 100 horses and secured them from dealers trafficing in good horses, selling 25 to 40 or 50 good horses to customers and taking as trade-in a like number of undesirable ones.

Many of these secondhand horses falling in good hands in the country or for light work became good farm horses and frequently return to city work.

Recently in conversation with one of the old dealers, he told me the business was gone from him. Years ago I helped a country draler buy a load from his barn, 18 head. We bought, tried and winded them in less than two hours, and inspected over 100 head. He told me as I last saw him he could not collect such a load in two weeks, if ever. As he sat there in a small office he had six horses and ninety-four empty stalls.

## The Age of the Horse

To tell the age of any horse,
Inspect the lower jaw of course.
The six front teeth the tale will tell
And every doubt and fear dispel.

Two middle nippers you behold
Before the colt is two weeks old;
Before eight weeks two more will come,
Eight months the corners cut the gum.

The outside grooves will disappear
From middle two in just one year,
In two years from the second pair -
In three years the "corners" too are bare.

At two the middle "nippers" drop;
At three the second pair can't stop;
When four years old the third pair goes.
At five a full new set he shows.

The deep black spots will pass from view
At six years, from the middle two;
The second pair at seven years;
At eight the spot each corner clears.

From middle "nippers" upper jaw
At nine the black spots will withdraw.
The second pair at ten are bright
Eleven finds the corners light.

As time goes on the horsemen know,
The oval teeth three-sided grow;
They longer get - project - before
Till twenty, when we know no more.

## Competition, The Life of Trade

Some wiseacre in days gone by said "Competition is the life of trade." Probably this is just as true in breeding horses as in other places. For years after the Dillons and their associates began horse breeding on a perceptible scale there was no competition but a lot of knockers. Often a knock is as good as a boost.

These men were constantly on the lookout for choice mares belonging to their neighbors and they tried to persuade the owners to breed to their stallions. Failing to be successful they resorted to an original idea and gave the owners of good mares a promise to pay $50 or $75 for the colt at weaning time and succeeded in several occasions in perfecting a deal. The owner frequently told his neighbors of the deal and was usually proud of the transaction. All of this increased the idea that it was a publicity stunt to boom the horse prices. But when these colts were grown and at two years and upward were sold for $500 or more and a few sold for $2000, the young stallions were eagerly sought.

Competition was unknown until after 1870. For the next decade many men in Illinois, Iowa, Pennsylvania, and other states imported a goodly lot of horses from France but until 1882 the horses were so far apart that competition was negligible except in central Illinois. The list there is partially noted here: E. Dillon & Co., M. W. Dunham, John Virgin, Wm. Edwards, James E. Perry, George Stubblefield & Co., R. W. & T. T. Stubblefield, Samuel Sill, Dan Sill, Dr. Hobbs, E. Fuller, J. W. Richmond, I. H. Becket, Dr. Van Hoorbeck, and Eli Hodgson. The list in Illinois might be extended by exercising my memory a little. A more congenial gathering of men in one enterprise would seldom be found than when a gathering of some of these men assembled on fair grounds or other places and discussed affairs and a great unanimity of ideas prevailed.

It was early in the eighties when we concentrated most of our activities in Normal, Illinois, and built four large sale barns all clustering around the crossing of the Chicago & Alton and the Illinois Central Railroads, all in sight of the many passengers traveling through Normal. This was the center with production on their farms and those of the sons-in-law. All this made Normal the center of horsedom.

Then home competition began. Mr. A Built a barn for about 15 horses along the side of the Chicago & Alton Railroad in sight on our show ground. Mr. B Built a good slate roof barn for twenty horses between the above and our two principal barns. Mr. C built a barn directly across the street from one of our barns so that his north door opened directly opposite our south door. Often when we opened either north or south door to show horses to prospective buyers, it seemed as if horses from other barns needed exercise and were walked up and down the street. Frequently some of these barns were partially sold out and the empty stalls were filled by dealers with horses a little distance from Normal. So we had a competition no other importer ever had. Men who used these empty stalls were Mr. D, Mr. E, and Mr. F, and others occasionally. It was said of some of these men that they bought horses of Parisian dealers and with a good number of horses received many certificates of Percheron horses, far more than the number of horses they imported, and they let the buyer have his choice of the papers.

This condition with neighborly cooperation might have worked well. We were paying Lord & Thomas Advertising Association about $3000 per year. In 1886 we called a gathering of several local dealers and proposed a local system of advertising. We were also showing for 4 to 10 weeks each fall at fairs. This, while our premium paid quite a little, was quite an expense, as we seldom showed less than 10 horses and some cases the number was fifty or over. Our neighbors showed none except Mr. A who usually showed at three or

four local fairs. We proposed to cut our newspaper publicity 25%, if they would match it with a like amount. We proposed a community exhibit of horses at fairs in addition to our own shows using such of our horses as were needed to fill out a good classification and to divide fairs with the two herds; but the opposition after considering the proposition said they were satisfied with present conditions as they were selling out each year at no cost for publicity.

It was always our policy when a prospective buyer could not be pleased in our barns or farms to find for him what he wanted with no charge to him. We figured that many of our neighbors were patronizing our breeding facilities and we were under obligation to help them sell their surplus. This was fully appreciated by many, but not always as the following narrative will show. While this is an aggrivated case, it is well worth mentioning.

In 1867 a man soon to be our neighbor moved on a 240 acre farm joining our farm on the road leading to both Bloomington and Normal and we passed his place daily. He did not like big, clumsy horses as he called them and owned a black non-descript mare that would balk, and kick, and was otherwise very bad tempered. He decided to breed her to a half-breed to correct her disposition. Her first two colts broke well and clever, so he ventured to use an imported horse from which he raised several good horses. He bred to our horses several years and got quite in debt to us and was surprised when our collector went for pay. He quit breeding to our horses and patronized a competitor's stallions. Frequently a buyer riding to our farm with us would see these gray mares in the pasture and asked if he could try to buy a mare. We probably sold several for him that way and even some of the colts from our competitor's stallions, all for no charge. In 1881 this neighbor thought he could do well with a stallion on his farm and we sold him a four-year-old of last year's importation for $1600 which closed out that lot. About a year later a buyer from Georgia came up from Georgia for a horse and would only consider a horse fully acclimated. We sold him this horse for $3000 cash. This horse was delivered to our Bloomington barn to wait for a car for shipping. The horse was delivered with a 25 cent halter and the bridle went back to the farm. Two days later we shipped this horse the same as our own with new halter, bridle, barrel of water, and a bale of hay. After buying the horse for $1600 and selling him for $3000 he never said a word about pay to us. He made a summer season of 42 mares settling 37 of them at $15 each and made $1400 profit and never said a word of thanks for our actions and a $10 shipping expense.

Sometimes competition is not the life of trade.

Footprints on the Sands of Time

Most men who have made a great success as inventors or discoverers, or have done some other unusual work, have left their names so closely connected with their work as to be inseparable. To think of electricity is to think of Benjamin Franklin and his kite. With telegraphy we associate Morse. Electric light reminds us of Edison. With radio we connect Marconi. When the farmer is getting his plow at in the spring in the cornbelt region, he remembers John Deer and R. Orndorff who invented a plow that would scour in the soil divested of sand. No sooner is his crop ready for harvesting than his mind runs back to Cyrus McCormick, the inventor of harvesting machinery, and to J. I. Case or Altman and Taylor with their early threshing machine.

Let us now look over livestock for noted men. Who thinks of Shorthorn cattle and does not think of Cruckshank as the early champion of them?

There stand out with the Percheron horses of America men whose names will never be forgotten.

First, there is Mr. Edward Harris, who in 1839 while traveling in France and riding behind those dapple gray horses, became so enthused that he bought and imported two mares and a stallion for his home farm. Bad luck was against him as he lost a mare and stallion en route. Not discouraged he sent for three mares and one stallion. During the following forty years several men from Pennsylvania, Maryland, and Ohio imported the same class of horses. While some of these importers' names may be recalled, to most young breeders of today they are scarcely known. Mr. Edward Harris' name should be perpetuated as the one who as pioneer with this great breed of horses whose number of registrations now runs above 300,000 head.

As the Percherons migrated westward with early settlers, Illinois became a center for them. As early as 1858 Ellis Dillon and his younger associates were foremost breeders. In the year 1860 Ellis Dillon and his associates arranged for a grand exhibition of Percheron descendants at a fair held by the State Board of Agriculture. A community exhibit of 111 horses were shown at this fair and met with such approval that your writer can not name many men who soon became importers and breeders. The popularity of Percherons went wast as migration increased. It was Ellis Dillon and associates who deserve credit for this and his name should never be forgotten; His activities were narrated earlier in this work.

It is to be remembered that Mark Wentworth Dunham, a man with his early life spent as a dairyman near Chicago, used his influence with the Chicago and Northwestern Railroad, and through them all railroads entering Chicago, to ship stock to the fair at Chicago and return free, fully realizing that their merits would cause untold breeding stock to follow westward emigration and in return train loads of commercial stock would be shipped back. Mr. Dunham, seeing the great array of horses at the fair, became the largest individual importer of these horses and with a liberal expenditure of cash in newspapers and circulars is entitled to a place of honor never to be forgotten.

Probably no man ever excelled Isaiah Dillon in placing Percherons before the public at state fairs, exhibitions, and local shows, always showing real horses. He directed most of the great shows of E. Dillon & Co. and later of Dillon Bros. at Buffalo, N. Y.; Detroit, Mich.; Ohio, Indiana, Wisconsin, Michigan, Minnesota, Iowa, Missouri, and Illinois State

Fairs; local fairs, St. Louis Expositions, New Orleans Cotton Centennial; in all, over 125 fairs and shows. He always was an expert in preparing horses for the fairs and in training the grooms to show the horses. A few great shows stand out in the size of the exhibit. At McLean County in about 1875, over 50 horses were shown and a like number at the New Orleans Cotton Centennial winning over 35 prizes. The most spectacular show in day parade and night torchlight procession was on the occasion of a Garfield campaign rally. In this parade were 28 gray imported stallions with a uniformed rider, one six-horse team of white mares, one four-horse team of white mares, and one four-horse team of dapple gray mares with each float loaded with 30 to 48 Soldiers' orphans from the Illinois Soldiers' Orphans' Home dressed in red, white and blue. In addition, the girls of the families were riding saddle horses. Isaiah Dillon is known as the greatest show man among his competitors. He began showing in 1858 and continued up to 1894, when on account of age he retired from the showing. The Dillon herd had won over 2000 prizes.

So I say the names of Edward Harris, Ellis Dillon, Mark W. Dunham, and Isaiah Dillon should go down through the years unforgotten, and some visible momentos should be erected at some place.

Putting Horses on a Commercial Basis

Up to about 1775 horses did not enter very extensively in the farm program while in the east there was quite a demand for their use on canals, stage coach and mail routes. The breeding was in no organized manner. True it is that in Kentucky, Virginia and Maryland there was quite an interest in saddle horses and trotting horses. For work horses the ideal animal was the Morgan of Vermont origin, about 1250 to 1300 pounds in weight.

In 1775 two related families - Dillon and Hodgson - lived at Circleville and throughout Clinton County Ohio. They were farmers, storekeepers, blacksmiths, officers of the law and usual occupations.

Their stores and homes required the transfer of supplies from Cincinnati as far north as Columbus, and they formed a miniature express company. There were no systems of roads, only trails to follow. This brought about the necessity for a heavier horse.

An English cart horse known as Dragon from New York was used at the head of their stud and from his descendants a class of horses known as Dragon horses grew up.

During the twenties of last century these people, to a great number, emigrated to Illinois and settled near Peoria and over various parts of middle Illinois.

In 1834 Ellis and Aaron Dillon secured a gray stallion brought in from Canada, probably descended from French horses imported by French Jesuits a century earlier. His work was followed by a black English stallion known as Colonel Oakley Sampson which they used. With his death they used such as were available until 1858 when they secured Old Louis Napoleon, imported from France. During his long life, up to 1878, after experimenting a little, they imported four horses from France, vis, St. Laurent, Rouen, Mahomit and Paris, and the remainder of the work is familiar to all.

About the close of the Civil War bull calves were being shipped to Texas to cross with the native long-horned animals. The venture was so successful they visited the dairy region west of Chicago and as far as Wisconsin. With a dairy firm they arranged for a lot of calves to be bought by them. A member of the Fletcher Dairy accompanied the shipment. His visit convinced him of the importance, vastness and success to follow.

Now for continuing the horse story. When this dairy man returned he went before the monthly meeting of the railroad officers of all the roads entering Chicago and asked to be listened to. He said:

"There is to be held in Chicago this fall a State Fair," relating his contact with western breeders he suggested that "you advertise free transportation for <u>all</u> breeding stock, feed and grooms attending this Fair." He explained that for every bull or stallion shipped west where breeding would be done in quantities a carload would be returned, and for every carload shipped west a trainload would be returned. This met hearty approval and was so adopted. For hundreds of miles around Chicago the roads so advertised. The result was that when the Fair was opened there was a great horse show such as has never been known..

Ellis, Isaiah andLevi (E. Dillon & Company) canvassed by horseback central Illinois, Eli Hodgson of Ottawa, Illinois did likewise in LaSalle and Livingston counties. The coveted prize offered was for the best show of <u>horses</u> and <u>five or more of his colts</u>.

E. Dillon & Company entered this contest with Old Louis and 110 of his colts and grandcolts following him and received great applause. This show put horse business on the map during the fair and in the following months nearly every stallion in central Illinois was sold. The man who made this fair possible was M. W. Dunham of Fletcher Dairy Company. He had no particular interest in horses and came to the fair with an exhibit of cattle and returned with a Norman stallion. He soon became the greatest individual breeder and importer of Percheron horses in America.

The Dillons followed the fair from 1857 to 1892, showing at over 200 fairs from Buffalo to Iowa, and Minneapolis to New Orleans, and winning over 2000 prizes.

From this Isaiah Dillon and Mark Dunham formed a friendship severed only by death.

Mr. Dunham's life ended by blood poisoning caused by relieving the pain of a horse. Isaiah Dillon overworked himself one day at his work of horse dentistry and never fully recovered, so they lived for horses and died by them.

From this fair horse business grew by leaps and bounds. In 1876 a second book was formed to preserve records of breeding. This book contained about 160 pedigrees or statements; it has grown until now the Porcheron Society has XXIII volumes with over 300,000 records, pedigrees and other societies following.

The peak of importing was reached in 1882 when over 1000 horses were imported from France and as far as I know the greatest ship load was that year piloted by and shipped for E. Dillon & Company with myself fully in charge, landing 162 horses without the lasso of a horse, over what the captain of the ship said was the worst passage he experienced in 30 years on the sea.

The above named men are largely responsible for the growth of horse business, raising the average weight from 1250 pounds in 1820 to the greatest weight now of 2400 to 2700 pounds, and horses of 1400 to 2000 pounds are seen every place.

If the above names are never written on the scroll of honor nor their pictures ever decorate the Hall of Fame, the names will go down in history as benefactors of farm life along with:

John Deere, plow fame; Cyrus McCormick, mower inventor; J. I. Case and his thrashing machine; Osburn of self binder memories; Studebaker Bros. of wagon building; Haworth, check-rower; Brown with his corn planter.

All of these machines I have used and worked with.

FROM AN OLD FRIEND OF THE DILLON FAMILY

The writer was raised on a farm in Woodford County, Illinois, twenty-two miles north of Normal, My father, John Baughman, with his neighbors, Messrs. Engel, Phillips, Reuvenacht and Donner, who were early pioneers, had settled on the same section of land. They became quite prominent farmers and stockmen.

My father first became acquainted with the elderly Dillon family in the seventies, probably by contact at fairs or through the Dillon advertisements. These pioneers were especially interested in the raising of good draft horses and the combined interest manifested by these neighbors induced my father to purchase many stallions from the Dillons for breeding purposes. This became a prosperous business. It was not uncommon for my father to have from three to five stallions on stand, some he owned and others were entrusted to him to put on stand for the season or until they were sold.

Two of the outstanding stallions that were entrusted to my father were St. Laurent and Favorite. I happened to have charge of both of these stallions. St. Laurent died at the age of twenty-three, evidently from acute indigestion. Being located twenty-two miles from the nearest veterinarian, he died before a veterinarian could be reached. Favorite had been shown at many fairs with five of his colts and never was defeated. He was in our charge until sold, and lived a few years longer.

In the winter of 1886 I was employed by the Dillon brothers to care for and show horses in the White Sales Barn in Normal. During the latter part of the year the Dillon brothers sold two carloads of stallions to Mr. E. C. Hardy of Towana, Nevada. I accompanied the shipment to its destination in Nevada, cared for the breeding of about four hundred and fifty range mares and showed his stallions to prospective buyers.

While employed by the Dillon brothers in Normal I boarded at the home of Leo A. Dillon which culminated in an acquaintance and friendship that has lasted to the present time. In reading the history of "The Percheron Century" many fond memories of my association with the Dillons have been brought back. They were men of their word, kind and considerate of others, honest, conscientious and conservative; in fact, they were what one would expect from the good old Quaker stock.

Having been raised on a livestock farm, I became especially interested in handling horses and being for a time employed by the Dillon family was probably one of the factors that induced me to enter the veterinary profession and dedicate my life to being helpful in a small way in the livestock industry. In 1889 I entered the Chicago Veterinary College, graduated in 1892, and practiced veterinary medicine until 1912, when I began the manufacture of anti-hog cholera serum and other veterinary biologicals and pharmaceuticals. While I am in my seventy-first year, I enjoy good health and still retain the presidency and management of the Fort Dodge Serum Company. I realize that motorized farming is largely superceding the horse industry but I believe there will always be good horses raised and a place maintained for them on the farm.

Dan Baughman

Fort Dodge, Iowa